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**STEAM NAVIGATION, COMMERCE, FINANCE,
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American Railroad Journal.

New York, Saturday, December 16, 1876.

Mobile and Ohio Railroad.

This is one of the great land grant railroads of the country, which has been overtaken by financial difficulties, the adjustment of which is now receiving the active attention of parties interested. Of course, many vexed points are involved, and conflicting views prevail. It is often not easy to harmonize the strict letter of contracts with equity to both debtor and creditor; and in such case the progress toward adjustment must necessarily be slow. Not only must mutual rights of debtor and creditor be protected, but the relative status of the different grades of debtors is not to be lost sight of. A circular issued in behalf of the holders of the first mortgage sterling bonds (\$5,686,000 in amount, with interest payable at Mobile and London) draws attention to the latter phase of the subject. They very naturally object to being sacrificed to the interest and claims of inferior bond-

holders. The circular gives a history of proceedings that have been taken since the default in the interest on the bonds, showing how the claimants of the floating debt attempted to get possession of the property—being barely defeated by the vigorous opposition made by Mr. Morris Ketchum. The circular then touches upon Mr. Alexander Duncan's claims, and a strong protest is uttered against the attempt to make coupons that have been paid to the amount of \$736,000, a part of the existing first mortgage, on the claim that they were assigned to Mr. Alexander Duncan by the late firm of Duncan, Sherman & Co. "Dead and paid coupons," the circular emphatically declares, "cannot be revived in this way, to eat up mortgaged property." Indeed, if they can be, of what value is a first mortgage?

The circular next alludes to and exposes the effort to give certain claims, which are called the Tennessee Substitution bonds, and amounting to \$2,018,028, a priority of position over the first mortgage bonds. This amount, with the other claims which it is proposed to put in like position with them, aggregate \$3,290,028. To give claims to so large an amount an unjust priority of the first mortgage bonds, must greatly diminish the value of the latter, as it must of all first mortgages; for of what value is a first mortgage, if a gaggle of the management or of the law is to put other claims ahead of it?

Comity and fair dealing demand of the first mortgage bondholders that the minor obligations of the road should not be disregarded and lost sight of, but it is equally clear that they are entitled to the control of a road which has defaulted in its interest. A committee, consisting of Moran Brothers, H. Amy & Co., Arants & Young, and Louis J. Belloin, have issued a proposition for the reorganization of the Mobile and Ohio Railroad Company, as follows:

I. Obtain from the Court, an order for the application to the payment of our overdue coupons, of the assets which it was lately attempted, to apply to the payment of the Floating Debt Creditors.

II. Release the property from the hands of the Court, by the sale of the entire line, from Mobile, Alabama, to Columbus, Kentucky. At such sale the property to be purchased for the benefit of all the securities of the present company—and the

purchasers to reorganize the company in accordance with this plan.

III. The reorganized company to create and issue new securities, as follows:

(a). Six per cent Bonds, payable, principal and interest, in gold, secured by a First Mortgage on the entire line from Columbus, Kentucky to Mobile, Alabama, and on all the property, rights, franchises and lands acquired by the purchase for account of the reorganized company; and bonds to be issued in exchange for the First Mortgage Sterling Bonds, and for the Interest Bonds, and for the unpaid coupons on those bonds, which matured on and after the first of May, 1875. We propose to admit the Interest Bonds on the same basis with the First Mortgage Bonds, because the old First Mortgage coupons are held in trust for the benefit of the holders of the present Interest Bonds.

(b). First preferred Income Bonds bearing seven per cent interest, non-cumulative, and payable only when earned, to be issued in exchange for the present Second Mortgage Bonds, and for unpaid coupons to March 1, 1878.

(c). Second preferred Income Bonds bearing seven per cent interest, non-cumulative, and payable only when earned, to be issued in exchange for the present convertible Bonds and unpaid coupons, to March 1, 1878.

(d). Third preferred Income Bonds, bearing seven per cent interest, non-cumulative, and payable only when earned, to be issued in exchange for the Tennessee Substitution Bonds and unpaid coupons, to January 1, 1878.

(e). Fourth preferred Income Bonds, bearing seven per cent interest, non-cumulative, and payable only when earned, to be issued in exchange for the Consolidated Bonds.

(f). Surplus Income Bonds bearing seven per cent interest, non-cumulative, and payable only when earned, to be issued in settlement of Floating Debt.

When it is recalled, that in case of the sale of the road on foreclosure it would probably not bring the amount of the First Mortgage, and that it therefore rests entirely with the First Mortgage Bondholders to determine the conditions on which they will admit the junior securities to participate in the purchase, the foregoing proposition may be regarded as very little on the part of the gentlemen proposing it, as it certainly is according to justice and equity, and it is to be hoped that it will be accepted. It will be unfortunate to precipitate a prolonged contest in the courts. The interests of all parties would be injured, and the working of the road impaired.

Illinois Railroads.

The annual report of the Board of Railroad and Warehouse Commissioners shows that the total length of main line of all the railroads in the State, and those which pass through or come into the State, is 10,524 miles, of which 363 miles are double track. The total length of main lines in the State is 5,000 miles; length of branches of all these roads, 4,888 miles; length of branches in Illinois, 2,280 miles; total length of main lines and branches in the State, and those which come into the State, 15,414 miles; total length of main lines and branches in the State, 7,276 miles, which is an increase of 168 miles since the last annual report. There are fifty-two companies in the State, many of which are the result of numerous consolidations and combinations. Number of engines, 2,371; passenger cars, 1,350; express and baggage cars, 621; flat and coal cars, 18,929; freight and stock cars, 39,743; all other cars, 3,633; total, 64,253. The total number of stations in Illinois is 1,432, and of junctions, 321. The tariffs of the roads show a reduction generally as compared with previous years. The average passenger tariff per mile varies from 2.06 cents on the Baltimore, Pittsburg and Chicago, to 5 cents on the Louisville, New Albany and St. Louis. The average freight tariff per ton per mile varies from 0.85 cent on the Baltimore, Pittsburg and Cincinnati, to 3.1 cents on the Lafayette, Bloomington and Mississippi.

New York, Providence and Boston R. R.

The business of this company for the year ending August 31, 1875, and for the thirteen months ending September 30, 1876, has been as follows:

Receipts:	1875.	1876.
Passage	\$462,171 09	\$516,272 43
Freight	350,940 26	399,743 79
Mail service	9,456 25	10,014 06
Rents, etc.	7,228 86	9,237 97
Dividend Stonington		
Steamboat Co.	119,289 50	.....
Interest account	685 05	11,401 12
Dividends P. & S. S. S.		
Co. ....	.....	112,686 00
Receipts under contract		
Fall River Line	15,800 00	5,872 77
	\$968,171 01	\$1,065,228 14

Expenditures:	1875.	1876.
Repairs of road	\$161,732 98	\$147,321 77
Engines	21,665 68	25,715 45
Cars	40,474 02	42,238 55
Bridges	8,047 82	5,411 01
Depots	7,438 45	10,021 02
Ferry	27,511 77	28,225 81
General expenses, etc.	19,291 25	27,370 76
Salaries	15,460 08	17,108 42
Services	153,494 69	176,389 34
Fuel	65,339 10	77,886 92
Insurance	3,627 98	3,359 38
Taxes	26,106 27	27,615 77
Oil and waste	9,439 82	11,857 38
	\$559,629 91	\$600,026 58

Net earnings	\$408,541 10	\$465,201 56
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From which deduct—	
Dividend paid	\$237,500 00
Interest on 6 per cent bonds	4,650 00
Interest on Extension road bonds	15,000 00
Interest on Improvement bonds	3,500 00
Interest on 7 per cent bonds issue 1869	58,590 00
	369,150 00

Surplus	\$96,051 56
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The total length of main road is 62½ miles; total length of double track, 50 miles; aggregate length of sidings, about 7¼ miles—making total length of track for entire road (single track) 120¼ miles. Length of track laid with steel rails, 92.48 miles. The equipment of the road consists of 26 locomotives, 31 passenger, 111 freight, 9 baggage, 16 gravel and 112 flat cars. 15 locomotives and 43 cars are equipped with the Westinghouse Air Brake, and 31 cars with the Miller Platform Buffer and Coupler. Number of miles run by passenger trains, 870,119; by freight trains, 180,511; by other trains, 57,720—total miles run, 608,350. Number of passengers carried, 769,764; do. carried one mile, 19,570,190. Tons of merchandise carried, 271,907; do. carried one mile, 10,128,540. The report says:

In accordance with the vote of the Stockholders at the last Annual Meeting, changing the termination of the fiscal year from 31st August to 30th September, the figures herewith submitted comprise a period of thirteen months.

Deducting the receipts and expenses for the month of September, the gross earnings for the year ending 31st August, are \$973,857, and gross expenses \$548,807, leaving net earnings \$425,050, or \$16,500 in excess of the corresponding period last year. Pursuing the comparison still further, we find that, discarding all revenue from outside sources, we have gross earnings for 1876 \$844,000, as against \$830,000 for 1875; and on the same basis of calculation, the net earnings are \$25,000 in excess of previous year. This gratifying result is due chiefly to receipts from freight business alone, as, deducting the passenger business of September from the passenger business of the thirteen months, there is shown a slight falling off in that department from the preceding year. It should be remembered, however, that the Centennial travel did not fairly commence until September 1st, the receipts from through passengers for that month being \$10,000 in excess of September, 1875—the month of October showing a still larger increase.

As already stated, the gross expenses for twelve months are \$548,807, being \$11,000 less than last year, notwithstanding that during the same period the trains have run 38,000 more miles, and for the whole thirteen months the number of miles run by all trains is 604,670, being 38,484 miles more than the previous year.

Repairs to road for the thirteen months are \$143,000, being \$18,000 less than the previous twelve months, which may be attributed partly to the open winter with which we were favored, and largely to the use of steel rails; of which we have laid this year 1757 tons, making, in addition to those laid previously, 2778 tons, or 32½ miles of single track, second to none in New England.

Nearly 2000 iron rails have been repaired at the Company's shop, and relaid; and 41,416 new ties have been put in, and 54 Tyler safety switches have been added; so that all switches on the main line are now of the most approved pattern.

The comparatively low price of Bessemer steel rails, at the present time, would, if there were no other reason, indicate their use as the true economy; but when the increased safety and decreased cost of repairs are considered, there can be no question as to the propriety of substituting them for iron as fast as the latter are worn out; and this it is proposed to do, charging only the difference between steel and iron to construction account, as heretofore.

The bridge at Apponaug has been rebuilt, and all others, with depots and platforms, have received the necessary repairs.

At Providence, where we have been very much cramped for room, we have exchanged a piece of land lying along side the road in the neighborhood of Acorn-street, of no special value for railroad purposes; for a lot adjoining our premises at Cove street, where the Machine Shop now

stands. On to this lot we have moved the rail shop, and have laid nearly 2000 feet additional track, besides gaining another entrance to the engine house, all of which, in the language of the Superintendent, is a great saving in time and cost of doing the business at this station.

The Ferry Boat "Thames River," having run more than five years without losing a trip, requires to be withdrawn for repairs at the earliest practicable moment. With this view, but chiefly to provide for crossing a larger number of cars at a single trip than could be done by the "Thames River," a new boat, of much larger size, has been purchased and fitted up at a cost of about \$68,000, and named the "Graton." For her better accommodation at New London, and to improve our terminal facilities at that point, a new slip is now being constructed, and in conjunction with the N. Y. & N. H. Road it is proposed to make that station—long an eyesore and a reproach—a convenient and respectable depot for the large and constantly increasing business of both roads.

On the completion of the repairs to the "Thames River," we shall have two large and elegantly appointed boats, amply sufficient, for years to come, for all the wants of the service—leaving the old "Short Line" to be sold, should opportunity offer.

In the mean time, the question of a Bridge across the River in the vicinity of the present Ferry, is being agitated by the roads on the west side, and it is quite probable that before many years it will assume a shape requiring serious consideration on the part of this Company.

In accordance with the policy heretofore pursued, of aiding to a moderate extent in the construction of Branch Roads likely to increase the business of this company, \$15,000 has been invested in the capital stock of the Narragansett Pier Railroad, at par. While it is possible that some years may elapse before dividends will be paid on this stock, it is believed that the interest on the investment will be more than met by the increased travel which this branch will bring over your road, from both directions. The Warwick Branch Road, in which, however, this road has no direct interest—has not been run since August 1st last, and we are unable to say when it will resume business. It is indebted to this company in the sum of \$2,655 96, for use of rolling stock, which is secured by lien, and must ultimately be paid.

Since our last report, we have purchased one new engine, (the Henry Morgan,) of large size, and a very superior machine; three new passenger cars; one baggage car; and have paid our proportion of two first class passenger cars and one baggage car for Shore Line Express; and have built in the Company's shops one baggage and mail car, six eight-wheeled freight cars, and one four-wheel freight car for transporting ice.

The value of materials on hand of all kinds, including \$50,000 in second quality and condemned rails, is \$115,578, or \$7,000 less than last year.

We very deeply regret that during the thirteen months comprised in this report eight persons have been killed on the line of this road, and one drowned by jumping from ferry boat. "Thames River." With the exception, however, of the explosion of the boiler of one of our locomotives, Nov. 12th, 1875, by which three out of the eight were fatally injured, it was in each case the result of carelessness or ignorance on the part of the sufferers, and probably in more than one instance could be traced to over indulgence in liquor. The cause of the explosion has never been satisfactorily determined, though a long searching investigation was made at the time, and all the science and ingenuity of experts called into requisition. That the boiler was comparatively old is true, but it had been recently examined and repaired, and was considered thoroughly safe for all the duty required of it. The engineer was a good and reliable man, and there is no reason to conclude that the disaster was owing to his negligence or ignorance, or that fault can fairly be attributed to any one. It is, we believe, the first instance of the kind in the history of the road,

Consequent upon a suggestion made at the last Annual Meeting, supplementary tables, prepared by the Secretary, giving in detail the characteristics, &c., of the road, are for the first time added to the usual Annual Report. It is hoped they will be found of interest, and will give all the information sought for by the owners of this large and valuable property.

In conclusion, gentlemen, with this exhibit of the business and condition of the road, showing that during the third year of the severest and most prolonged financial panic through which the country has ever struggled, it has steadily advanced in prosperity fairly earning the dividends which have been paid; and bearing cheerful testimony to the energy and efficiency of Superintendent Mathews and his subordinates, to whose untiring efforts this result is so largely due; we feel justified in congratulating you, not only on the past, but also on the cheering prospect of a still more prosperous future.

The number of passengers carried over the road the past two years is as follows:

	1875.	1876.
Through passengers.....	157,907	188,875
Local passengers.....	430,010	460,961
Commuters.....	104,294	119,928
	692,211	769,764

The amount of freight carried over the road the past two years is as follows:

	1875.	1876.
	Tons.	Tons.
Through freight.....	181,870	201,344
Local freight.....	61,533	70,563
	246,403	271,907

Capital stock issued.....	\$3,000,000 00
Six per ct. bonds due 1878 \$100,000	
Less exchanged for 7 per cent bonds.....	24,000
	76,000 00

Seven per cent bonds due 1899—	
Sold to cover interest in Steamboat Co.....	\$425,000
Sold on account of construction.....	294,000
Issued in exchange for 6 per cent bonds.....	118,000
	837,000 00

Extension Roads bonds—	
Six per ct. bonds due 1878 \$200,000	
“ “ “ 1881. 50,000	
	250,000 00

Total stock and bonds.....	\$4,163,000 00
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Construction account:	
New engine, "H. Morgan".....	\$8,872 25
Real estate.....	2,800 00
New cars.....	22,703 07
Stonington improvement.....	13,904 06
Providence improvement.....	1,780 95
New steel rails.....	62,707 88
New depot, Stocum's.....	761 31
Greenwood bridge.....	7,169 05
Dredging.....	1,247 61
Ferry boat "Groton".....	67,192 97
New ferry slip at New London.....	6,542 81
Fish plates.....	1,794 87
	\$186,976 83

Expenses extraordinary:	
Richmond switch accident.....	\$144 19

GENERAL BALANCE SHEET.	
Balance cash assets from last annual report.....	\$57,324 80
Receipts.....	1,065,228 14
Stockholders, for new stock.....	500,000 00
Received of A. & W. Sprague, account loan.....	2,281 00
	\$1,624,833 94

Expenses.....	\$600,026 58
Dividends.....	287,500 00
Interest.....	81,550 00
Extraordinary expenses.....	144 19
Construction account.....	186,976 83
Stock Narragansett Pier Railroad Co.....	15,000 00
Improvement bonds paid.....	100,000 00
Paid bills payable.....	175,000 00
Paid Providence and Stonington Steamship Co.....	65,000 00
Balance cash assets to new account—	
Cash in Stonington.....	\$15,480 61
Due from collecting roads.....	31,966 26
Due from Providence and Stonington S. S. Co.....	41,707 88
Due from M. Morgan's Sons.....	45,232 56
Due from Warwick Railroad Co.....	3,655 96
Due from S. Sigs & Co.....	2,687 50
Due from W. C. Caswell.....	366 22
Due from Fuller, Dana & Fitz.....	2,809 39
Due from Post Office Department.....	1,129 96
	113,536 34
	\$1,624,833 94

President.—SAMUEL D. BABCOCK.

Vice President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock, Henry Morgan, William F. Cary, Jr., J. Boorman Johnston, D. S. Babcock, Geo. M. Miller, New York City; Henry Howard, Coventry, R. I.; Charles H. Salisbury, Providence, R. I.; Nathan F. Dixon, Westerly, R. I.; John A. Burnham, Boston, Mass.; A. S. Mathews, Stonington, Conn.

Superintendent.—A. S. MATHEWS.

Assistant Superintendent.—J. B. GARDINER.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOTES.

Ohio Falls and White River Railroad.

Articles of association of the Ohio Falls and White River Railroad Company were filed with the Secretary of State of Indiana on the 27th of November, the object being the construction of a narrow gauge railroad commencing at the Ohio Falls, in Clark county, and extending through the counties of Clark, Floyd, Washington and Scott, to Medora, Jackson county, a distance of fifty miles. The capital stock is \$1,000,000, divided into 20,000 shares of \$50 each. The company reserves the right, however, of increasing the stock from time to time to a sum equal to the actual cost of the construction of the road, right of way and motive power, together with the other expenses necessary for the completion and running of it. The articles state that \$51,000 of the stock has already been subscribed. The directors are: William Howard Irwin, William F. Reid, O. H. Stratton, W. H. Ongley, E. Kampfmiller, Alvin J. Slack, Franz E. Clarkson, Alexander Worrall, J. N. Robinette, E. Lockhart, H. C. Wilson, D. J. Long and Samuel Cleaver.

Chesapeake and Ohio Railroad.

The annual meeting of the Chesapeake and Ohio Railroad Company was held in Richmond, Va., on the 7th inst. The president's report shows the earnings of the road for the year ending September 30, 1876, to have been \$1,599,512 55, and the operating expenses \$1,243,035 95, leaving \$356,476 60 as the net earnings. The following directors were elected for the ensuing year: C. P. Huntington, A. A. Low, Floyd Aspinwall, David Stewart, Jonas G. Clark, A. S. Hatch,

Wm. Whitewright and M. Castra, of New York; Pliny Fisk, of New Jersey; John Echols and Williams C. Wickham, of Virginia.

Chicago and Northwestern Railway.

The following comparative statement of the business of the Chicago and Northwestern Railway Co. for the six months ended November 30, was submitted to the directors at a meeting held on the 8th inst.:

	1876.	1875.
Gross earnings.....	\$7,649,896	\$7,926,274
Payments from earnings:		
Operating expenses.....	\$4,184,268	\$4,591,394
Interest on bonds, including gold premium.....	1,728,829	1,754,231
Taxes.....	85,102	100,333
Rental of Iowa roads.....	620,349	631,362
Sinking fund.....	40,120	40,120
Miscellaneous, old taxes, etc.....	15,017	

Total payments.....	\$6,673,680	\$7,117,442
Net profit.....	\$976,216	\$808,832

On this showing the directors declared a dividend on the preferred stock of 2½ per cent, payable on the 22d inst. The transfers closed on the 14th and will reopen on the 26th inst. It will be seen that the gross earnings are \$276,377 less than for the corresponding time of 1875, but the most noticeable feature is the reduction of 10 per cent in operating expenses, amounting to \$407,131. The increase in net profit, after payment of above obligations, is \$167,884. The report states that the floating debt of the company has been entirely paid off.

Chicago, Burlington and Quincy Railroad.

The earnings of the Chicago, Burlington and Quincy Railroad in September, 1876, were \$1,242,122, the expenses \$566,430, and the net earnings \$675,692. In September, 1875, the earnings were \$1,213,221, the expenses \$582,886, and the net earnings \$630,335—showing an increase in earnings of \$28,901, an increase in expenses of \$33,544, and a decrease in net earnings of \$4,648. From January 1 to September 30, 1876, the earnings were \$8,791,744, the expenses \$4,640,125, and the net earnings \$4,151,619. For the corresponding period of the previous year the earnings were \$8,685,832, the expenses \$4,451,067, and the net earnings \$4,234,765—showing an increase in earnings of \$105,912, an increase in expenses of \$19,058, and a decrease in net earnings of \$83,146.

Sioux City and Pacific Railroad.

Judge Miller, of the U. S. District Court at Des Moines, Iowa, has rendered his decision in the suit of the United States against the Sioux City and Pacific Railroad Company, for five per cent of the net earnings, under the law of 1862 creating the Pacific railroads. The decision is that in ascertaining the net earnings, operating and construction expenses and also interest on bonds shall be first deducted. As in this case there is no residue, the suit of the Government is dismissed. This is in accordance with previous decisions of the Supreme Court in the suits of the Rubber Co. agt. Goodyear, 9 Wallace, and St. John agt. Erie Railway, 22 Wallace.

The Huntingdon (Penn.) Journal says it is reported that the Pennsylvania Canal Company propose to commence, early in the spring, to lay down a railroad track upon the bed of the canal from Williamsburg east to that place.

Pittsburg and Connellsville Railroad.

At the annual meeting of the stockholders of the Pittsburg and Connellsville Railroad Company, held in Pittsburg on the 4th inst., the following gentlemen were elected directors for the ensuing year: John King, Jr., Mendes Cohen, Hugh Simon, Charles Webb and John Donnell Smith, Baltimore; W. S. Bissell, G. L. B. Fetterman, William Baldwin, Charles Donnelly and John D. Scully, Pittsburg, Pa.; W. H. Koontz, Somerset, Pa.; W. H. Markle, Greensburg, Pa. At a subsequent meeting of the board, John King, Jr., was re-elected President, J. B. Washington Secretary, and Charles Donnelly Treasurer. The following report of the President and Directors was presented and adopted.

The board of directors respectfully submit to the stockholders the report of the operations of the company for the fiscal year ended September 30, 1876. At the close of the last report it was stated that arrangements were in progress for closer and more perfect working in connection with the Baltimore and Ohio road, and that better facilities, with more rapid transportation between Pittsburg, Washington and Baltimore, would be perfected.

The advantages which would thus be secured, the increased earnings which it is believed would be obtained from reasonable rates, and the decrease of expenses which was anticipated in view of the excellent condition of the road, would, it was hoped, contribute in securing for the company thereafter greatly improved results. Of the \$5,000,000 second mortgage bonds issued by the Pittsburg and Connellsville Railroad Company the city of Baltimore in settlement of its debt received \$2,337,000, the county of Allegheny in settlement of its debt received \$279,000, and individuals received \$6,000, making a total of \$2,622,000, leaving deposited with the Baltimore and Ohio Railroad Company as collateral for the debt due the company \$2,378,000.

In no year since the completion of the road to Cumberland had the company earned the interest upon the first mortgage bonds, and unless much more than this was done it was impossible to obtain a fair price for the second mortgage bonds remaining unsold. The only transactions made by the holders of these securities had been at about forty per cent, and it was not believed that even this low rate could be realized in the market for any considerable amount. The operations of the road under a system entirely independent of the Baltimore and Ohio Company, had proved unprofitable, and it was decided that it would be best for the interests of the Pittsburg and Connellsville Company that some arrangement could be perfected by which a satisfactory price could be obtained and the road be more economically and effectively operated.

Accordingly the Pittsburg and Connellsville road was leased on the 13th day of December, 1875, to take effect January 1, 1876, to the Baltimore and Ohio Railroad Company upon the terms and conditions of the lease, of which a copy is appended to the report, and a consolidated mortgage for £2,200,000 sterling, of which also a copy is appended herewith, was placed upon the road; the payment in London of the principal, interest and sinking fund of the bonds issued thereunder, being guaranteed by the Baltimore and Ohio Railroad Company, the principal maturing in fifty years from January 1, 1876, by the operation of which the entire issue of these bonds will be redeemed prior to their maturity. Of these £2,200,000 bonds, £1,300,000 were negotiated through the house of Messrs. J. S. Morgan & Co., of London, at the very satisfactory rate of 97 per cent gold; the residue, £900,000, not disposed of, being reserved to retire the remaining mortgage obligations, namely, the first mortgage bonds, \$400,000, and the balance of Turtle creek bonds, \$326,600.

The operations of the road under the lease

proved satisfactory, and the net earnings for the nine months reached \$433,549 29, a sum far greater than had been earned in any similar period by the company, and large enough to encourage the hope of earning the interest of the entire debt of the road upon the revival of business activity in the country. It will be seen that the gross earnings for the year were \$1,658,074 85, exceeding those for the eleven months ended September 30, 1875, \$218,566 25. The expenditures were \$1,129,300 05, being less by \$208,790 71, and the net earnings being more by the sum of \$422,856 96 than the eleven months ended September 30, 1875. The ratio of working expenses was 68.08 per cent for the year, being a decrease of 24.44 per cent as compared with the eleven months ended September 30, 1875. A comparison with the twelve months ended October 31, 1874, shows an increase in earnings of \$163,569 43, and a decrease in expenses of \$178,406 30, and an increase in net earnings of \$841,975 08.

There were transported during the year 553,779 tons of coal, yielding a revenue of \$275,417 50; 754,680 tons of coke, yielding a revenue of \$391,307 08. The revenue from the transportation of coal oil reached \$182,145 46. The receipts from passengers during the year were \$297,184 13, an increase of \$1,590 07, compared with the eleven months ending September 30, 1875. The expenditures for construction and equipment amounted to \$36,837 38. During the year 2,740 tons new rails and 106,792 cross-ties were placed in the tracks, and at the close of the year the condition of the road, machinery and equipment was better than at any previous time.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The facts and figures herein set forth are compiled from the annual reports of the companies:

UNION PACIFIC RAILROAD.

Stock of the Union Pacific Railroad Company to the amount of \$36,783,000 has been subscribed, of which \$36,762,300 has been paid. The receipts for the year ending June 30, 1876, were, from transportation of passengers, \$1,201,807; of freight, \$6,923,614; and from miscellaneous sources, \$983,587; total, \$12,113,990. These figures include "the amounts earned from but withheld by the United States, for transportation of its passengers, freight and mails." The expense of operating the road for the year was \$5,447,819, leaving net earnings \$6,666,171. The cost of the road has been \$114,465,652. The Omaha Bridge cost \$2,866,463. The total bonded indebtedness of the company is \$79,072,312, of which \$27,286,512 is due to the United States.

CENTRAL PACIFIC RAILROAD.

The amount of stock subscribed in the Central Pacific Railroad Company of California is \$62,608,800, of which \$54,275,500 has been paid. The receipts for the year ending June 30, 1876, from transportation of passengers, were \$5,448,769, and of freight, \$9,161,831; total, \$14,610,400. The operating expenses of the road for the year were \$6,889,945, leaving net earnings to the amount of \$7,720,454. At the close of said year the indebtedness of the company amounted to \$39,061,508, of which \$27,855,680 is due to the United States. This company embraces, by consolidation (besides the original Central Pacific Company), the Western Pacific, the California and Oregon, the San Francisco, Oakland and Alameda and the San Joaquin Valley companies.

CENTRAL BRANCH UNION PACIFIC RAILROAD.

Stock of the Central Branch Union Pacific Railroad Company to the amount of \$1,000,000 has been subscribed, of which \$980,600 has been paid. The receipts for the year ending June 30, 1876, were, from transportation of passengers, \$34,946, and of freight, \$79,467; total, \$114,414. The amount expended in said year for running expenses and repairs was \$131,500. The road and fixtures have cost \$3,763,700. The company's indebtedness, in addition to the government loan,

and first mortgage of \$1,600,000 and interest unpaid, is \$148,739.

KANSAS PACIFIC RAILROAD.

The amount of stock of the Kansas Pacific Railroad Company allowed by law is \$10,000,000. Of this \$9,992,500 has been subscribed and \$9,689,950 paid. The receipts for the year ending June 30, 1876, were, from transportation of passengers, \$1,085,199; of freight, \$2,120,009; miscellaneous, \$29,946; total, \$3,235,154. Total expenses of the year, \$1,827,980; leaving net earnings, \$1,407,174. The funded debt of the company is \$27,247,100, of which \$6,803,000, is due to the United States. There are other liabilities to the amount of \$3,554,525, making the entire debt of the company \$30,801,625.

SIOUX CITY AND PACIFIC RAILROAD.

Stock of the Sioux City and Pacific Railroad Company to the amount of \$4,473,500 has been subscribed, of which \$1,791,400 has been paid. The receipts for the year ending June 30, 1876, from transportation of passengers, were \$80,779; of freight, \$200,987; from express, \$2,657, and from miscellaneous sources, \$8,064. Total, \$292,489. The expenses of the road and fixtures during said year were \$264,194, leaving net earnings \$28,294. The bonded indebtedness of the company is \$3,256,320, of which \$1,628,320 is due to the United States. The floating debt is \$70,395.

SOUTHERN PACIFIC RAILROAD.

Stock of the Southern Pacific Railroad Company of California to the amount of \$28,585,300 has been subscribed, of which \$27,227,200 has been paid. The amount received from transportation of passengers in the year ending June 30, 1876, was \$949,945; of freight, \$1,186,673. Total, \$2,136,618. The expenses of the road and fixtures for said year were \$1,140,329, leaving net earnings \$996,289. The bonded indebtedness of the company is \$19,984,000.

On the 16th June last you accepted the seventh section (of twenty miles each) of the main line of this road, and on the 21st July last, the third section (of fifty miles each) of its branch line, authorized by the twenty third section of the act of March 3, 1871.

NORTHERN PACIFIC RAILROAD.

The Northern Pacific Railroad has been reorganized and provision made for the conversion of the outstanding bonds of the company into "preferred stock," and of its stock into "common stock." Up to June 30, 1876, of preferred stock there had been issued to bondholders, who had surrendered their bonds for conversion, 333,459 shares of \$100 each, and scrip for fractions of shares amounting to \$198,234. No "common stock" has yet been issued.

The amount received from transportation of passengers for the year ending June 30, 1876, was \$193,923; of freight, \$424,061; from miscellaneous sources, \$75,946; total, \$693,932. The operating expenses for the year were \$491,869; leaving net earnings, \$202,062.

The company reports itself free from debt, both bond and floating.

ATLANTIC AND PACIFIC RAILROAD.

Stock of the Atlantic and Pacific Railroad Company to the amount of \$19,760,300 has been subscribed and paid. The receipts from transportation of passengers for the year ending June 30, 1876, were \$338,674; of freight, \$1,006,506; total, \$1,345,180.

The operating expenses of said year were \$719,614, leaving net earnings, \$625,566. The entire cost of the road and fixtures has been \$37,368,789. The total indebtedness of the company is \$17,848,400.

CALIFORNIA AND OREGON RAILROAD.

On the 9th of February last you accepted twenty miles of the road constructed by the California and Oregon Railroad Company (now by consolidation part of the Central Pacific Railroad Company of California), extending from near Vina to near Red Bluff, Cal.

OREGON CENTRAL RAILROAD.

On the 23d June last I accepted as settled of the Oregon Central Railroad, extending from the twentieth mile post to the Yamhill River, a distance of twenty-seven and one half miles.

TEXAS AND PACIFIC RAILWAY.

Stock of the Texas and Pacific Railway Company to the amount of \$50,000,000 is authorized by law, of which \$6,073,000 has been issued. The receipts for the year ending June 30, 1876, were: From transportation of passengers, \$402,518; of freight, \$1,137,900; from express service, \$12,592; mail, \$30,794; telegraph, \$8,491—total, \$1,583,155. The expenses for said year were: For conducting transportation, \$308,011; motive power, \$231,015; maintenance of way, \$219,085; maintenance of cars, \$91,259; general expenses, \$45,323—total, \$894,694; leaving net earnings, \$700,461. The entire indebtedness of the company is \$18,127,427.

DENVER PACIFIC RAILROAD.

Denver Pacific Railroad stock to the amount of \$4,000,000 has been subscribed and paid, being the total amount authorized by law. The receipts for the year ending June 30, 1876, were, from transportation of passengers, \$167,812; of freight, \$139,343; miscellaneous earnings, \$6,392; total, \$313,547. Expenses for said year were \$129,848; leaving net earnings, \$183,700. The cost of construction and equipment of the road has been \$6,495,850. The indebtedness of the company is \$2,524,091.

New York Central and Hudson River R. R.

From the report of this company for the fiscal year ending September 30, 1876, we learn that the total length of line owned by the company is 740.17 miles; length of first, second, third and fourth tracks, 921.18 miles; length of tunnels, 416.60 miles—making the total length of single track owned by the company, 2,077.95 miles. Of leased lines there are, including 260.03 miles of road, 57.66 miles of extra tracks, and 37.35 miles of tunnels, a total length of single track of 355.04 miles—making the total length of equivalent single track operated by the company, 2,432.99 miles.

The weight of the rails, per yard, on the main track, all steel, is 65 pounds.

The company have 61 engine houses and shops; 557 locomotives and 8 dummies; 416 first-class passenger cars, 83 second-class and emigrant cars, 216 baggage, mail, and express cars, and 15,310 freight cars.

The number of miles run by passenger trains during the year was 4,743,485; by freight trains, 9,278,266; by switch and work trains, 4,224,856—a total of 18,246,607 miles run.

The number of passengers carried was 9,281,490; do. carried one mile, 353,136,145. Number of tons of freight (of 2,000 pounds) carried, 6,803,680; do. carried one mile, 1,674,447,065.

The average rate of speed of ordinary passenger trains, when in motion, is 30 miles; express trains, do., 35 miles; freight trains, do., 15 miles. The average weight of passenger trains, exclusive of passengers and baggage, is 150 tons; do. freight trains, exclusive of freight, 400 tons. The rate of fare charged per mile for through passengers is 1½ cents; do. for way passengers, 2½ cents; do. for through emigrants, 1¼ cents; do. for way emigrants, 1.27 cents.

The total number of tons of freight carried, as stated above, was 6,803,680, viz: of the products of the forests, 408,564; animals, 827,278; vegetable food, 2,100,339; other agricultural products,

917,710; manufactures, 767,190; merchandises,

548,047; coal, 1,043,407; other articles, 798,445.

The expense of maintaining the road and real estate during the year was as follows: repairs of roadbed, \$1,311,689 48; other repairs \$287,580 81; taxes on real estate, \$1,017,424 95—total, \$2,616,695 19; of which \$921,558 66 is allotted to passenger transportation, and \$1,695,036 53 to freight transportation. The expenses of repairs of machinery for the same period were \$3,280,071 61, and the expenses of operating the road, \$10,247,405 54—making a total of \$16,124,172 34; of which \$4,218,644 35 is allotted to passengers, and \$11,905,527 99 to freight.

The receipts were: from passengers, \$6,762,966 88; from freight, \$17,593,264 78; from car service, \$973,293 01; from rents, \$828,015 16; from mail service, \$446,537; from telegraph, \$4,434 62; from interest, \$387,801 33; for use of road \$261,092 77; and for miscellaneous, \$838,582 90—a total of \$28,046,588 45.

The payments were: transportation expenses, as above, \$16,124,172 34; for rent of other lines, \$1,917,711 26; for interest, \$2,791,829 18; and for dividends on stock at eight per cent, \$7,139,528—a total of \$27,973,040 73.

Leaving a balance of \$73,547 72.

The following is a comparative statement of the gross earnings, working expenses and net earnings of the road for the years 1875 and 1876:

Gross earnings, 1875.....	\$29,027,218 03
Gross earnings, 1876.....	28,046,588 45
Decrease.....	\$980,629 58
Transportation expenses, 1875....	\$17,282,107 64
Transportation expenses, 1876....	16,124,172 34

Decrease.....	\$1,137,935 30
Gross earnings, 1876.....	\$28,046,588 45
Transportation expenses, 1876....	16,124,172 35

Net earnings.....	\$11,922,316 11
Net earnings, 1875.....	\$11,765,110 39
Net earnings, 1876.....	11,922,316 11

Increase.....	\$157,305 72
Expenses for 1875 59.46 per cent of gross earnings. Expenses for 1876 57.48 per cent of gross earnings.	

Earnings per ton per mile on freight, 1875.....	1.27
Earnings per ton per mile on freight, 1876.....	1.05
Expenses per ton per mile on freight, 1875.....	.90
Expenses per ton per mile on freight, 1876.....	.91

Profit.....	.37
Earnings per passenger per mile.....	2.14
Expenses per passenger per mile.....	1.36

Profit per passenger per mile.....	.078
Freight tonnage in 1875.....	6,001,954
Freight tonnage in 1876.....	6,803,680

Increase.....	801,726
Total movement of freight 1875.....	1,404,008,029
Total movement of freight 1876.....	1,674,447,065

Increase.....	270,439,026
Number of passengers carried 1875.....	9,422,629
Number of passengers carried 1876.....	9,281,490

Decrease.....	141,139
Total movement of passengers 1875.....	338,934,360
Total movement of passengers 1876.....	353,136,145

Increase.....	14,201,785
The capital stock of the New York Central and Hudson River Railroad Company is given at \$90,	

428,300; its present funded debt, \$39,844,723 33, besides what are described as "bonds and mortgages given or assumed by the company upon the purchase of real estate" for \$556,540 88—in all, \$129,829,564 21 of capital stock and funded debt. Or the funded debt of \$40,401,264 21 the average interest is 6½ per cent. The cost of the road and equipment is stated at \$97,822,811 05, an increase of \$1,467,086 55 over the cost of the road reported last year. Of this sum \$262,500 is accounted for by superstructure, including iron and steel; \$622,429 60 by stations, shops, &c.; \$129,812 83 for lands and fences, and \$392,700 for freight cars, while there is a reduction on locomotives and passenger rolling stock of \$45,200.

Western Union Telegraph.

At the quarterly meeting of the directors of this company, held on the 13th inst., the following statement for the quarter ending December 31, 1876, was presented:

The net profits for the current quarter, ending December 31, inst., based upon official returns for October, nearly complete returns for November and estimating the business for December, will be about— \$908,556 94
Add surplus October 1..... 101,045 15

Total..... \$1,009,602 09

From which appropriating—

One quarter's interest on the bonded debt.....	\$114,953 54
One quarter's proportion of sinking fund.....	20,000 00
Southern and Atlantic Telegraph Company's stock, purchased during the quarter.....	10,139 00
American Telegraph Co's (of Michigan) stock, purchased during the quarter.....	36,785 60
	181,878 04

Leaving a balance of..... \$827,824 04

A dividend of 1½ per cent on the capital stock outstanding requires 507,129 00

Deducting which leaves a surplus of \$320,595 06

In view of the preceding statements the committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and one-half per cent from the net earnings of the three months ending December 31 be and is hereby declared payable on the 15th day of January next to stockholders of record at the close of business on the 20th day of December, inst.

Resolved, That for the purpose of such dividend the stock books of the company be closed at three o'clock on the afternoon of the 20th inst., and be reopened on the morning of the 16th January.

The official returns for the quarter ending September 30 shows the profits to have been \$883,770 48, or \$37,177 78 in excess of the estimate.

The Amherst Sentinel says that tracklaying on the Farnboro' Railway is progressing as rapidly as possible, the engine being able to run nearly to Southampton; teams are at work spreading sleepers through West Brook, and soon Mill Village will be reached.

The first through Pullman sleeper from Louisville, Kentucky, passed through Montgomery, Alabama, on the 27th ult., going via the Montgomery and Enola Railroad, and a through line is now established.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length track equiv. single	Horse and Car	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends paid Capital	Value of Shares	
						Bonded Debt	Floating Debt	Gross	Net		Par.	Market
Sept 30, '75	11.00	158	Albany..... N.Y.	221,500	200,000	79,500		131,000	38,717	p. c.	100	100
Sept. 30, '75	1.00		Albany St. Freight (B'ton)..... Mass.	49,288	75,000			1,999	158		100	100
Sept. 30, '75	26.00	491	Atlantic Avenue (Bklyn)..... N.Y.	1,261,912	600,200	490,000	20,107	376,017	128,809		100	100
Dec. 31, '75	9.81	704	Baltimore City (Balt.)..... Md.	1,000,000	1,000,000			616,538	221,900		25	25
Sept. 30, '75	22.00	395	Bleeker St. & F.B. (N.Y.C.)..... N.Y.	1,801,795	900,000	697,000	49,107	246,785	61,992		100	100
Sept. 30, '75	6.82	43	Boston and Chelsea..... Mass.	110,000	110,000			8,900	7,099	63	100	100
Sept. 30, '75	18.33	319	Broadway (Brooklyn)..... N.Y.	478,576	200,000	210,000	40,659	325,496	53,516	12	100	100
Sept. 30, '75	16.25	1207	B'way & 7th Av. (N.Y.C.)..... N.Y.	3,907,999	2,100,000	1,500,000	286,169	1,004,802	268,261	6	100	100
Sept. 30, '75	8.25	9 D.	Brooklyn, Bath & Coney I.N.Y.	286,105	80,000			47,061	Loan		100	100
Sept. 30, '75	89.00	1978	Brooklyn City..... N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10
Sept. 30, '75	22.50	297	Brooklyn City & Newtown..... N.Y.	579,359	400,000	58,710		196,743	69,363		100	100
Sept. 30, '75	19.83	231	Brooklyn, Cross-Town..... N.Y.	719,356	395,400	306,000	2,396	178,988	37,348		100	100
Sept. 30, '75	17.86	411	Buffalo East Side..... N.Y.	414,238	28,000	235,000	140,838	62,332	9,991		100	100
Sept. 30, '75	17.82	411	Buffalo street (Brooklyn)..... N.Y.	648,928	100,000	563,299	14,487	211,006	32,422		100	100
Sept. 30, '75	11.00	134	Bushwick (Brooklyn)..... N.Y.	499,904	300,000	200,000	1,580	176,149	107,874		100	100
Sept. 30, '75	30.30	82	Cambridge (Boston)..... Mass.	824,300	824,300	150,000		77,187	77,187	9	100	100
Sept. 30, '75	4.92	149	Central Cross-Town..... N.Y.	847,046	600,000	240,000	20,519	74,979	Deficit		100	100
Sept. 30, '75	24.00	1109	Cent. P. & N.E.R. (N.Y.C.)..... N.Y.	2,078,700	1,676,700	1,200,000	10,759	772,315	163,266		100	100
Sept. 30, '75	6.00	176	Christopher & Tenth st. N.Y.C.	768,500	660,000	68,500	1,507	95,112	5,617		100	100
Oct. 31, '75	9.80	342	Citizens (Phila.)..... Pa.	232,467	192,750			349,714	104,982	40	50	20
Oct. 31, '75	9.61	247	Citizens (Pittsburg)..... Pa.	179,370	184,000	50,000	7,905	207,918	41,817	20	50	48
Sept. 30, '75	16.08	248	Coney Island & Brooklyn..... N.Y.	716,159	600,000	307,000	37,076	207,280	37,793		100	100
Sept. 30, '75	11.25	878	Dry Dock, E.B. & B.N.Y.C. V.N.Y.	1,181,213	1,200,000	1,005,000		937,476	322,356	8	100	100
Sept. 30, '75	10.31	1075	Eighth Avenue (N.Y. City)..... N.Y.	1,823,076	1,000,000	208,000	105,000	839,785	186,410	12	100	100
Dec. 31, '75	7.09	92	Elizabeth and Newark..... N.J.	276,920	232,725			46,833	4,443		100	100
Oct. 31, '75	6.97	32	Federal St. & Pl. Val. (Pbg.)..... Pa.	166,710	100,000	75,000	10,000	72,901	8,939	25	25	
Sept. 30, '75	10.26	463	42d st. & Gr'd st. (N.Y.C.)..... N.Y.	1,054,679	748,000	236,000	49,922	848,096	86,807	9	100	100
Oct. 31, '75	23.86	602	Frankford & Southwark (Ph.)..... Pa.	937,902	600,000	211,500		492,716	98,104	10	50	71
Oct. 31, '75	34.91	452	Germantown (Phila.)..... Pa.	772,306	539,514	108,500	21,800	471,319	103,017	7	50	50
Sept. 30, '75	8.77	153	Gr'd st. & Newtown (Bk'n)..... N.Y.	321,340	170,000	90,000	6,100	95,236	21,405		100	100
Sept. 30, '75	8.50	172	Gr'd St. Prosp. Pk. & Flatbush..... N.Y.	460,590	300,000	200,000	102,427	77,578	2,709		100	100
Oct. 31, '75	7.94	241	Green and Coates st. (Phila.)..... Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27	50	15
Sept. 30, '75	11.96	139	Harlem, Br. & M. & Fdham..... N.Y.	287,502	299,100	148,000		97,966	5,364		100	100
Sept. 30, '75	11.85	321	Hous., W. st. & Pavonia Fy. N.Y.	717,250	328,750	478,500		238,493	50,400		100	100
Oct. 31, '75	17.22	471	Hest., Mart. & F'mount (Ph.)..... Pa.	402,737	300,000	125,000	21,737	359,918	93,106	16	50	25
Sept. 30, '75	6.50	264	Highland (Boston)..... Mass.	450,983	220,000	120,000	128,222	227,438	41,250	8	100	100
Sept. 30, '75	10.75	68	Jamaica, Woodh'n & Bklyn..... N.Y.	100,000	100,000			22,019	594		100	100
Oct. 31, '75	6.99	132	Lombard and South st. (Ph.)..... Pa.	179,807	125,000	62,500		109,832	21,899	12	50	124
Sept. 30, '75	7.50	7	Long Island City Shore..... N.Y.	165,000	75,000	90,000		20,761	3,337		100	100
Sept. 30, '75	6.09	50	Lowell Horse..... Mass.	100,569	93,100		7,762	33,927	4		100	100
Sept. 30, '75	12.79	252	Lynn and Boston..... Mass.	291,236	200,000	60,000	51,017	166,496	15,887		100	100
Sept. 30, '75	8.50	30	Malden and Melrose..... Mass.	68,246	165,569	11,000					100	100
Sept. 30, '75	5.21	60	Merrimack Valley..... Mass.	79,770	50,000			33,422	2,615		100	100
Sept. 30, '75	47.59	1317	Metropolitan (Boston)..... Mass.	2,703,761	1,500,000	743,442	328,245	1,126,707	219,985	74	100	100
Sept. 30, '75	16.03	312	Middlesex (Boston)..... Mass.	733,090	400,000	378,400	168,168	249,821	84,508	6	100	100
Sept. 30, '75	8.55	62	Naumkeag..... Mass.	207,197	150,000	36,900	1,906	38,000	2,792		100	100
Sept. 30, '75	3.82	36	New Bedford & Fairhaven..... Mass.	81,066	50,000	30,190		32,275	2,457		100	100
Sept. 30, '75	4.20	5 D.	New York Elevated..... N.Y.	1,677,822	798,300	771,000	108,322	98,657	def. 477		100	100
Sept. 30, '75	7.50	82	New Wusburg & Flatbush..... N.Y.	328,568	300,000			65,356	3,197		100	100
Sept. 30, '75	6.10	200	Ninth Avenue (N.Y. City)..... N.Y.	999,422	799,200	207,000	20,683	106,330	13,432		100	100
Sept. 30, '75	11.16	124	North 2d St. & Middle Vil. N.Y.	242,310	142,100	125,000	2,348	148,351	69,979		100	100
Dec. 31, '75	13.09	241	Orange and Newark..... N.J.	1,041,157	290,000	700,000	156,430	222,901	31,677		100	100
Sept. 30, '75	14.40	160	Park Avenue (Brooklyn)..... N.Y.	412,099	300,000	300,000	56,000	128,715	31,978		100	100
Oct. 31, '75	9.83	67	People's (Scranton)..... Pa.	182,719	150,000		15,000	42,108	13,108	8	100	100
Oct. 31, '75	6.69	21	People's (Pottsville)..... Pa.	162,114	100,000	35,000	8,107	28,591	1,006	50	20	20
Oct. 31, '75	12.79	641	Philadelphia City (C. & W.)..... Pa.	793,912	500,000	200,000	69,108	462,307	123,409	20	50	25
Oct. 31, '75	6.22	15	Philadelphia and Darby..... Pa.	328,599	200,000	100,000		24,000	8	20	20	20
Oct. 31, '75	15.17	161	Philadelphia & Gray's Ferry..... Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10	50	30
Oct. 31, '75	8.75	137	Pgh. Allegheny & Manchester..... Pa.	392,718	300,000	100,000		171,319	45,310	8	50	50
Oct. 31, '75	6.50	121	Pittsburg and Birmingham..... Pa.	196,322	150,000	50,000		81,310	13,108	50	50	50
Oct. 31, '75	10.00	132	Pgh. Oakland & E. Liberty..... Pa.	191,927	150,000	45,000	37,400	59,172		50	50	50
Dec. 31, '75	7.13	71	Portland..... Me.	175,000	157,000		1,000	49,863	4,791		100	100
Sept. 30, '75	5.00	40	Poughkeepsie City..... N.Y.	131,702	76,705	27,000	38,903	23,548	2,643		100	100
Sept. 30, '75	16.75	212	Prospect Park & Coney I.N.Y.	1,011,126	600,000	600,000	5,224	151,178	43,339		100	100
Dec. 31, '75	14.12	280	Ridge Avenue (Ph.)..... Pa.	423,951	450,000	58,430		249,316	51,102	10	50	30
Sept. 30, '75	17.00	186	Recheater and Brighton..... N.Y.	263,509	105,000	138,000	32,450	122,807	45,789		100	100
Sept. 30, '75	22.00	1109	Second Avenue (N.Y. City)..... N.Y.	2,547,402	1,199,500	1,317,000	45,000	780,147	135,657	8	100	100
Oct. 31, '75	41.68	635	2d and 3d street (Phila.)..... Pa.	822,401	971,576	109,300		671,222	102,513	17	50	34
Oct. 31, '75	7.59	901	17th and 19th street (Phila.)..... Pa.	209,437	160,000	50,000	10,000	249,068	79,314	124	50	16
Sept. 30, '75	8.37	1075	Sixth Avenue (N.Y. City)..... N.Y.	2,367,098	750,000	415,000	830,000	836,970	162,869	10	100	100
Sept. 30, '75	10.36	350	South Boston..... Mass.	546,268	450,000		26,268	308,665	35,770	74	100	100
Sept. 30, '75	6.50	106	South Brooklyn & Park..... N.Y.	114,774	180,000	100,000	26,642	47,361	6,210		100	100
Sept. 30, '75	1.78	9	South Ferry..... N.Y.	280,111	150,000	137,000	22,500	31,791	6,496		100	100
Sept. 30, '75	6.09	38	Springfield..... Mass.	90,912	50,000		26,583	26,922	792		100	100
Sept. 30, '75	6.00	40	Staten Island..... N.Y.	81,000	31,000			18,298	Deficit		100	100
Sept. 30, '75	2.66	24	Stoneham street (Boston)..... Mass.	42,960	33,000			2,144	1,729	6	100	100
Sept. 30, '75	2.23	22	Syracuse and Geddes..... N.Y.	82,286	25,000	25,000		15,619	2,614	8	100	100
Sept. 30, '75	2.69	17	Syracuse and Onondaga..... N.Y.	51,267	37,000		5,000	14,362	3,794		100	100

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	176,954	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	199,370	198,851	248,138	265,593	285,000	235,300	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,803	1,214,551	1,251,632	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,386,940	1,323,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,338,209	17,021,016
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,896,000	1,957,000	1,673,000	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,855	106,755	102,546	96,599	104,897	104,038	117,109	149,552	.....	.....	.....
1876.....	123,742	141,161	168,431	198,452	123,088	111,008	108,767	148,968	158,618	156,986	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,888	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	484,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,666,764
1876.....	320,392	332,056	353,719	353,530	412,457	441,390	397,269	499,272	517,932	526,406	377,553	.....	.....
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,116,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,589
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,093,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,637	944,450	919,978	1,090,732	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,902	939,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	344,420	657,497	576,871	742,051	964,930	895,709	749,215	704,373	798,859	862,153	694,250	662,283	8,963,017
1875.....	466,101	323,273	508,765	639,669	718,465	742,169	842,395	630,516	741,208	974,262	927,030	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,883	877,571	685,753	569,482	646,150	817,569	764,982	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	372,408	292,730	328,537	352,993	317,881	345,189	338,572	418,721	409,237	387,376	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	384,738	367,295	333,038	3,774,217
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,831	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,998	1,546,175	1,605,138	1,680,196	1,447,666	1,387,551	1,183,787	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	.....	.....	.....
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	.....	.....	.....
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	638,459	742,600	684,840	769,748	884,485	797,121	686,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	765,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,862,556
1876.....	588,446	608,126	605,494	546,082	585,969	614,484	482,008	595,100	623,057	718,740	580,106	.....	.....
Kansas Pacific:													
1872.....	169,606	191,738	300,783	322,875	341,843	322,559	329,839	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	254,788	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,082,656	1,390,092	1,225,291	1,201,783	1,148,481	1,140,389	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,499,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,089,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,443	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,931	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,106,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1873.....	411,113	384,058	449,453	485,560	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1874.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	505,804	552,548	6,089,534
1875.....	555,709	438,037	487,874	551,932	559,254	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1876.....	500,902	441,623	611,211	600,066	556,789	491,823	462,931	534,001	620,814	669,785	595,121	.....	.....
1876.....	518,567	548,669	583,981	610,433	629,348	533,170	430,625	542,772	622,526	647,210	541,341	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	.....	.....
1876.....	256,459	254,723	245,814	214,788	212,928	233,126	224,308	204,361	324,144	335,275	324,866	.....	.....
Ohio and Mississippi:													
1873.....	283,605	291,630	338,735	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	966,039	843,167	304,842	293,665	268,807	292,546	282,642	311,140	366,131	382,544	393,575	297,678	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,761	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,876	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	857,318	645,090	828,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,947	1,187,030	891,791	12,189,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,432,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	680,270	680,193	917,514	1,555,974	1,631,939	1,566,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,827	254,927	246,223	200,575	223,714	244,967	238,198	205,629	221,348	2,539,538
1874.....	243,915	211,409	226,283	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	388,000	.....
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	429,765	.....	.....

AMERICAN RAILROAD JOURNAL
NATIONAL AND STATE SECURITIES.

National Securities, Dec. 1, 1876.	Amounts outstanding.	Rate.	Interest.		When Payable.	Market Price.		Amounts outstanding.	Rate.	Interest.		When Payable.	Market Price.
			Payable.							Payable.			
Loan of June 14, 1868.....registered	\$200,000	5	Jan. & July.	1874	1874	112		Massachusetts—(\$20,466,304):					
Loan of February 8, 1861.....registered	18,797,000	6	Jan. & July.	1880	1880	112		.. Lunatic Hospital Loan, 1874.....	600,000	5	Jan. & July.	1884	112
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	1881	112		.. Harbor Land Improvement bonds, 1874	400,000	5	Jan. & July.	1884	112
Loan of July 17, and Aug. 5, 1861.....registered	126,138,550	6	Jan. & July.	1881	1881	112		.. Back Bay Land bonds, 1861 and 1862..	220,000	5	May & Nov.	1880	108
Loan of Feb. 25, 1862 (5-20s).....registered	63,162,800	6	Jan. & July.	1881	1881	112		.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	77-78	115
Loan of March 3, 1863.....registered	63,735,300	6	Jan. & July.	1881	1881	112		.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	77-78	109
Loan of March 3, 1864 (5-20s).....registered	21,264,700	6	Jan. & July.	1881	1881	112		.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111
Loan of June 30, 1864 (5-20s).....registered	14,885,400	6	Jan. & July.	1881	1881	112		.. Bounty Fund Loan, 1863 and 1864.....	5,380,244	5	"	1894	100
Loan of March 3, 1865 (5-20s).....registered	35,078,250	6	Jan. & July.	1881	1881	112		.. War Fund Loan, 1869.....	999,944	5	"	1899	100
Loan of March 3, 1866 (5-20s).....registered	14,304,450	6	Jan. & July.	1881	1881	112		.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	78-79	100
Loan of March 3, 1867 (5-20s).....registered	94,746,150	6	Jan. & July.	1881	1881	112		.. R. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900	100
Loan of March 3, 1868 (5-20s).....registered	216,876,600	6	Jan. & July.	1881	1881	112		Michigan—(\$1,684,000):					
Loan of March 3, 1869 (5-20s).....registered	15,229,500	6	Jan. & July.	1881	1881	112		.. Renewal Loan bonds, 1868.....	105,000	6	"	1878	103
Loan of March 3, 1870 (5-20s).....registered	22,244,300	6	Jan. & July.	1881	1881	112		.. Two Million Loan bonds, 1863.....	1,032,000	6	"	78-79	105
Loan of March 3, 1871 (5-20s).....registered	141,868,300	6	Jan. & July.	1881	1881	112		.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1880	110
Loan of March 3, 1872 (5-20s).....registered	52,688,000	6	Jan. & July.	1881	1881	112		Minnesota—(\$2,755,000):					
Consols of July 14, '70 & Jan. 20, '71, registered	220,918,700	6	Jan. & July.	1881	1881	112		.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	77-79	100
Debt matured and without interest.....(var.)	2,291,700							.. State Buildings Loan, 1873, coupon.....	250,000	7	"	78-79	100
Navy Pension Fund of July 23, 1863.....(cur.)	14,000,000							.. Railroad Aid bonds, 1868, (repudiated).	2,275,000	7	"	1887	100
Certificates of Indebtedness 1870.....(cur.)	64,623,512							Missouri—(\$17,839,000):					
Pacific R. R. Bonds (registered).....(currency)	368,976,008							.. State Debt Proper, 1865 and 1868.....	439,000	6	"	81-91	107
United States Notes.....	27,408,509							.. Consolidation bonds, 1868.....	2,127,000	6	"	1888	100
Fractional Currency.....								.. Funding Bonds, 1874.....	1,100,000	6	"	79-80	106
								.. Railroad Aid bonds, 1863-66.....	15,888,000	6	"	70-81	100
								.. State Institution bonds, 1872 to 1874.....	505,000	6	"	82-94	105
								Nevada—(\$100,000):					
								.. Bonds funding floating debt, 1871.....	100,000	10	Mar. & Sept.	1881	100
								New Hampshire—(\$3,724,100):					
								.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	75-78	104
								.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89	108
								.. State bonds, 1873.....	600,000	6	Jan. & July.	70-80	105
								.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	92-93	110
								New Jersey—(\$2,496,300):					
								.. War Loan (tax free) bonds, 1861.....	1,000,000	6	"	78-84	108
								.. War Loan (tax free) bonds, 1863.....	900,000	6	"	86-90	108
								.. War Loan bonds, 1864.....	603,400	6	"	91-92	108
								New York—(\$20,776,787):					
								.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	103
								.. Bounty Loan bonds, registered.....	14,855,000	7	"	1877	103
								.. State (Deficiency) Stock, '88, part at will	889,781	6	J. A. J. & O.	1878	112
								.. Canal Stock (old).....	880,000	6	June & Dec.	1877	112
								.. Canal Stock, 1872.....	1,562,200	6	Jan. & July.	1867	116
								.. Canal Stock, 1873.....	847,500	6	"	1883	116
								.. Canal Stock, 1873.....	4,302,600	6	"	1891	121
								.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	122
								North Carolina—(\$28,419,045):					
								.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	75-78	184
								.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	75-78	161
								.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	75-78	7
								.. Railroad and Improvement (new) bonds	1,095,000	6	April & Oct.	75-78	8
								.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	9
								.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
								.. Special Tax bonds.....	11,407,000	6	"	95-99	2
								Ohio—(\$7,983,305):					
								.. Loan (sinking fund), 1860.....	1,473,115	6	Jan. & July.	1875	100
								.. Loan (sinking fund), 1860.....	4,072,640	6	"	1881	106
								.. Loan (sinking fund), 1866.....	2,400,000	6	"	1886	112
								Oregon—(\$246,027):					
								.. Bounty and Relief bonds.....	48,027	7	"	75-84	100
								.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	100
								Pennsylvania—(\$24,568,634):					
								.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
								.. Loan of April 1852, reg. and coup.....	483,000	6	Jan. & July.	1882	103
								.. Loans, May '52 & Apr. '52, reg. & coup.	3,540,560	5	Feb. & Aug.	77-78	103
								.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	"	1877	107
								.. Stock Loan of Feb. 2, 1867, 3d series.....	9,271,850	6	"	1882	116
								.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,850	6	"	72-82	102
								.. Agricultural College Land Scrip, 1872..	500,000	6	April & Oct.	1876	100
								Rhode Island—(\$2,638,000):					
								.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	110
								.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	98-99	100
								South Carolina—(\$14,637,395):					
								.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	77-80	36
								.. State House Stock, 1858 and 1864.....cur.	287,000	6	"	71-80	100
								.. Blue Ridge R. R. bonds, 1864.....	807,000	6	"	75-79	100
								.. Funding Stock and bonds, 1866.....	864,118	6	"	87-91	40
								.. Funding and Conversion bonds, 1868-69	3,764,850	6	J. A. J. & O.	82-89	45
								.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1880	45
								.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1869	100
								.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1868	27
								.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	"	1883	100
								.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	100
								Tennessee—(\$47,185,617):					
								.. State Bonds (direct).....	2,641,000	6	April & Oct.	80 yrs	43
								.. Railroad, &c., Loan bonds.....	28,680,000	6	Jan. & July.	80 yrs	43
								.. Funding bonds, 1866 and 1868.....	7,141,000	6	"	97-99	43
								.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	"	1914	43
								Texas—(\$4,825,073):					
								.. State Bonds.....	125,000	6	Jan. & July.	1877	100
								.. Frontier Defense (gold) bonds.....	75,000	6	"	1892	100
								.. Revenue Deficiency (gold) bonds.....	697,000	7	"	1910	100
								.. Funding (gold) Bonds.....	500,000	7	"	1892	100
								.. Funding (currency) Bonds.....	1,000,000	7	"	1904	100
								.. Funding (currency) Bonds.....	279,000	10	Mar. & Sept.	1870	100
								.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	100
								.. Pension (currency) Bonds.....	1,100,000	10	"	1884	100
								Vermont—(\$312,500):					
								.. War Loan bonds, 1862.....	312,000	6	e & Dec.	75-80	100
								Virginia—(\$50,556,403):					
								.. Coupon (old) bonds, 1851 to 1861.....	7,052,652	6	Jan. & July.	85-90	30
								.. Registered (old) bonds, 1861 to 1861.....	7,052,652	6	"	1010	30
								.. Coupon (new) bonds, 1866 and 1867.....	700,000	6	"	34 yr	30
								.. Registered (new) bonds, 1866 and 1867.....	700,000	6	"	1906	68
								.. Consol. (coup. receivable for taxes) 1871.	20,200,000	6	"	1906	34
								.. Consol. (coup. not so receivable) 1872.	2,442,784	6	"	1906	34
								.. Deferred (W. Va.) certificates, 1871.....	15,287,570	6	"	cont'd	64

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	1914	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	6	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)...	252,000	6	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	542,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	1101	Consol. Mortgage for \$2,000,000.	945,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	101		344,500	6	"	"	1893	
3d Mortgage.....	434,000	7	May & Nov.	"	1881	....	Boston, Hartford and Erie:						
Albany Loan.....	933,900	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	
Alexandria and Fredericksburg:							1st Mortgage (Burdell).....	15,000,000	7	Jan. and July.	New York.	1900	16
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	18
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Bcr.)	3,600,000	7	"	Boston.	1899	
General Mortgage.....	3,967,000	13	Jan. & July.	New York.	1896	104	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., R. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	90	Bonds of 1872 for \$1,000,000....	999,200	7	"	"	1897	108
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	464	Boston and Maine:						
American Central:							Bonds of 1888 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	1905	111
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts:							1st Mort. (gold) end. by Ga. tax fr.	3,330,000	6	Apr. and Oct.	New York.	1908	
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	
Atchison, Topeka and Santa Fe:							Buffalo and Erie:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	99	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	
Land Gra. t Wichita (gold).....	3,374,500	7	April & Oct.	Boston.	1900	81	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	....	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	108
Consol. mort. gold (Oct. 1, '76)...	2,074,000	7	"	"	1903	53	Buffalo and Jamestown:						
Consol. Second Mort. (gold).....	976,000	7	April & Oct.	Y. or Bost.	1903	....	Mortgage.....	1,000,000	6	"	New York.	1902	
Land Income bonds.....	475,000	12	Jan. & July.	N. Boston.	....	102	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line.							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	47	Buffalo, New York & Phila.:						
Atlantic and Great Western:							1st Mortgage.....	2,290,000	6	Jan. & July.	New York.	1896	
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N.Y. or Lond.	1902	....	2d Mortgage for \$1,000,000....	231,500	10	"	"	1893	
2d Mortgage (gold).....	10,173,079	7	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	1st Mortgage, etc., skg. fund....	5,430,000	7	May & Nov.	N. Y. & Lond.	1912	40
Atlantic and Gulf:							1st Mort., (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	4,660,250	7	April & Oct.	N. Y. & Bost.	1893	100
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	
Atlantic and Lake Erie:							Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1879	100
1st Mort. (gold) for \$5,000,000....	.....	7	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1884	100
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	404,500	8	"	"	1889	
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:						
2d Mort. to State (no int. till '80).	4,000,000	.....	"	"	....	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
Atlantic and Pacific:							Bonds convertible until 1892....	600,000	8	"	Boston.	1883	92
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Southwestern:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	61	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	1st Mort. (R. R. and lands) S.F.	8,000,000	7	Jan. & July.	New York.	1891	
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	Cairo and St. Louis (3 ft. gauge):						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	
Income Bonds (for funding).....	529,000	6	"	"	1883	....	Cairo and Vincennes:						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mortgage, gold.....	3,600,000	7	April & Oct.	N. Y. & Lond.	1900	
Atlantic and St. Lawrence:							2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	
Sterling bonds (not Mort.) of 1863.	484,000	6	May & Nov.	L.	1878	....	California Pacific:						
2d Mortgage (sterling) of 1864....	1,500,000	6	April & Oct.	"	1884	....	1st Mortgage, sinking fund....	2,250,000	7	Jan. & July.	"	1889	
3d Mortgage (sterling) of 1871....	713,000	6	May & Nov.	"	1891	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	
Portland City Bonds, 1st M., S. L.	787,000	6	"	Portland.	1886	....	First Income bonds.....	1,000,000	10	"	"	1890	
Bald Eagle Valley:							2d Income, or double track b'ds	1,000,000	6	"	"	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Camden and Amboy:						
2d Mortgage.....	100,000	7	"	"	1884	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	100
Baltimore and Ohio:							Loan of 1889.....	808,000	6	June & Dec.	Princeton.	1889	100
Loan of 1880-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	104	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	100
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1885	101	Sterling Loan, S. F. (£250,000).	1,286,080	6	Feb. & Aug.	London.	1880	
Loan of 1885-'90 (Balt.) skg. fd....	3,253,025	6	Jan. & July.	"	1890	....	Camden and Atlantic:						
Loan of 1870-'95 (etc.) skg. fund.	3,338,956	6	March & Sept.	London.	1895	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1883	11
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6	"	"	1902	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	10
Loan of 1874-1970 (etc.) S. F.....	9,576,000	6	May & Nov.	"	1910	....	Camden and Burlington County:						
Baltimore and Potomac:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	9
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Canada Southern:						
1st Mortgage (R. R.) gold guar....	3,000,000	6	April & Oct.	"	1911	....	1st Mort. (skg. fd.) d. for \$3,000,000	9,000,000	7	Jan. & July.	New York.	1906	6
Bangor and Piscataquis:							Cape Girardeau and State Line:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	9
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Carbondale and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7	Jan. & July.	....	1902	
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Carolina Central:						
Belfast and Moosehead Lake:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1922	
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	2d Mortgage-Income Bonds..	3,000,000	7	April & Oct.	"	1914	
Bellefonte and Snow Shoe:							1st Mort., guar. by C. B. and Q.	26,000	8	May & Nov.	New York.	1879	18
1st Mortgage.....	90,000	6	"	Philadelphia.	1883	....	Catawissa:						
Bellefonte and Indiana:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	
1st Mort. ass'd by C. O. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (new).....	1,804,000	7	"	"	1890	10
Belleville and Southern Illinois:							Chattel Mortgage.....	209,850	6	May and Nov.	"	1880	10
1st Mort., guar. by St. L. & T.H.	1,100,000	8	April & Oct.	New York.	1898	84	Cayuga Lake:						
Beiot and Madison (C. & N.W.)...							1st Mortgage.....	800,000	7	June and Dec.	New York.	1891	
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1883	....	Cazenovia and Canastota:						
Belvidere Delaware:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	
1st Mortgage (guar by U. &)	1,000,000	6	June & Dec.	New York.	1877	102	Oeder Falls and Minnesota:						
2d Mortgage (" A. Co. and)	489,500	6	March & Sept.	Philadelphia.	1885	101	1st Mort. (C. R. to Waverly)....	194,000	7	April & Oct.	New York.	1884	8
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	100	1st Mort. (W. to Minn. Line)...	1,384,000	7	Feb. & July.	"	1897	
Bingham Canyon & Camp Floyd:													
1st Mortgage.....	240,000	8	Jan. & July.	....	1903	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.			When.	Where.						
Cedar Rapids & Mo. Riv. (C. & N.W.):															
1st Mortgage, 1st Div. \$10,000 p.m.		700,000	7	Feb. & Aug.	New York	1891	95	Chicago, Iowa and Nebraska:		568,240	7	Jan. & July.	Boston.	1890	....
1st Mortgage 2d Div. \$10,000 p.m.		582,000	7	" " "	" " "	1894	95	2d Mort. (now 1st) guar. C. & N.W.		211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p. m.		2,400,000	7	May & Nov.	" " "	1910	94	3d Mort. (now 2d) guar. C. & N.W.							
Central Branch Union Pacific:															
1st Mort. (Atch. & Pike's Peak).		1,000,000	6*	May & Nov.	New York.	1895	....	Chicago and Milwaukee Railway:							
2d Mortgage Govern't aid only.		1,000,000	6	Jan. & July.	" " "	1895	....	1st Mort., guar. by C. and N.W.		1,700,000	7	Jan. & July.	New York.	1898	107
Central of Georgia:															
General Mort. for \$5,000,000....		2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Chicago and Mich. Lake Shore:							
Macon & West. (Atlanta D.) b'ds		150,000	7	April & Oct.	Savannah.	1890	....	1st Mortgage		477,000	8	March & Sept.	Boston.	1889	....
Central of Iowa:															
1st Mortgage, gold, \$16,000 p.m.		3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage		2,500,000	8	Jan. & July.	"	1890	....
2d Mortgage, gold, \$4,000 p. m.		925,000	7*	April & Oct.	" " "	1901	....	1st Mortgage		1,350,000	8	May & Nov.	"	1891	....
Central of L. I. (Flush. N.C. & C.):															
1st Mortgage		1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage (on Branch)		1,325,000	8	March & Sept.	"	1892	....
Central of New Jersey:															
Convertible bonds of 1872.....		4,400,000	7	May & Nov.	New York.	1902	75	Chicago, Milwaukee and St. Paul:							
1st Mort. (New) for \$5,000,000....		5,000,000	7	Feb. & Aug.	" " "	1890	108	1st Mort. (Mil. and St. Paul R'y)		5,000,000	7	Jan. & July.	New York.	1893	104
Newark Branch Bonds.....		900,000	7	Jan. & July.	" " "	1887	....	2d Mort. (") ..		1,191,000	7	April & Oct.	" " "	1894	90
Loan of Loh. C. & Nav. Co. (ass'd)		2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Chic. and Mil. Div.)		2,500,000	7	Jan. & July.	" " "	1903	101
Consol. Mort. for \$25,000,000....		14,150,000	6*	" " "	New York.	1899	82	1st Mort. (East. Div. Palmer.)		547,000	8	May & Nov.	" " "	1874	....
Central Ohio (B. and O.):															
1st Mortgage guaranteed.....		2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (Iowa and Minn. Div.)		3,810,000	7	Jan. & July.	" " "	1897	98
Central Pacific of California:															
1st Mort., 30 years bonds, (gold).		25,883,000	6*	Jan. & July.	New York.	1895	108	1st Mort. (Minnesota Central.)		180,000	7	" " "	" " "	1894	....
Convertible 20 years bonds, gold		1,483,000	7*	" " "	" " "	1883	103	1st Mort. (St. Paul Division.)		4,000,000	7*	" " "	" " "	1902	102
State Aid B'ds (Int. by State) gold		1,500,000	7*	" " "	Sacramento.	1894	108	1st Mort. (Iowa and Dak. Div.)		587,000	7	" " "	" " "	1890	93
2d Mort. (Government's Subsidy)		27,855,680	6*	" " "	U.S. Treasury	1895	102	1st Mort. (Prairie du Chien Div.)		2,474,000	8	Feb. & Aug.	" " "	1898	118
1st Mort. (Western Pacific) gold		2,735,000	6*	" " "	New York.	1899	102	2d Mort. (") ..		1,315,000	7	" " "	" " "	1898	98
1st Mort. (Calif. & Oregon) gold		3,000,000	6*	" " "	" " "	1888	93	1st Mort. (Hast. and Dak. Div.)		467,000	7	Jan. & July.	" " "	1902	88
1st Mort. (S. Fr., Okla. & Ala.) ..		500,000	6*	" " "	" " "	1890	....	1st Mort. (Mil. and Western.)		234,000	7	Jan. & July.	" " "	1891	....
1st Mort. (San Joaquin V.D.) gold		4,030,000	6*	April & Oct.	" " "	1900	91	Real Estate Purchase.....		148,500	7	" " "	" " "	....	....
Land bonds (Cen. Pac. Co.) gold		9,202,000	6*	" " "	" " "	1900	97	Equipment and Bridge Bonds....		245,000	10	June & Dec.	" " "	1883	....
Central Vermont:															
1st Mort., Consol. (Vt. Central).		3,000,000	7	May & Nov.	Boston.	1886	9	Consol. Mort. for \$25,000,000....		2,154,000	7	Jan. & July.	" " "	1905	57
2d Mort., Consol. (") ..		1,500,000	7	June & Dec.	" " "	1891	2	Chicago and Northwestern:							
1st Mort. (Stan., Sheff. and Ch.)		500,000	7	Jan. & July.	" " "	1887	....	Preferred sinking fund (193 m.).		1,238,700	7	Feb. & Aug.	New York.	1885	108
Income and Extension Bonds....		1,008,600	8	May & Nov.	" " "	1902	26	General 1st Mortgage (193 m.) ..		3,578,000	7	" " "	" " "	1886	116
Equipment Mort. (Vt. Central).		1,000,000	8	" " "	" " "	1889	25	Funded coupons (193 m.) ..		740,300	7	May & Nov.	" " "	1883	103
Equipment Mort. (") ..		1,000,000	8	" " "	" " "	1889	25	Appleton Ext. (23 m. & 76,000 ac.)		146,000	7	Feb. & Aug.	" " "	1886	100
Bonds, guar. (Vt. and Canada)		1,000,000	8	Jan. & July.	" " "	1891	35	Green Bay Ext. (26 m. & 76,000 ac.)		235,000	7	" " "	" " "	1885	100
Missisquoi R.R. (") ..		500,000	7	" " "	" " "	1891	....	1st Mort. (Gal. & Chi. U.) 248 m.		1,692,000	7	" " "	" " "	1892	107
Cent. Vt. (Vt. & Ca. Mort.) b'ds		3,000,000	6	March & Sept.	" " "	1904	....	Elgin and State Lane.....		122,000	6	Jan. & July.	" " "	1878	....
Charleston and Savannah:															
1st Mortgage guar. by State....		605,000	6	March & Sept.	Charleston.	1877	....	Mississippi River Bridge.....		186,000	7	" " "	" " "	1884	101
Funded Interest on 1st Mort....		157,400	7	" " "	" " "	1889	....	1st Mortgage (Peninsula) ..		528,000	7	March & Sept.	" " "	1898	103
Charlotte, Columbia & Augusta:															
1st Mortgage.....		2,000,000	7	Jan. & July.	New York.	1895	76	Consol. skg fund (C. & N.W. R'y)		4,277,000	7	F. M. A. & N.	" " "	1915	91
Charders:															
1st Mort., guar. by Penna.....		500,000	7	April & Oct.	Philadelphia.	1901	....	General Consol. Gold Bonds ..		2,758,000	7*	June & Dec.	" " "	1902	....
Cheraw and Darlington:															
1st Mortgage dated Jan. 1, 1871.		141,000	8	April & Oct.	Charleston.	1888	....	1st Mort. S. F. (Madison Exten.)		3,150,000	7*	April & Oct.	" " "	1911	....
2d Mortgage dated Jan. 1, 1869.		75,000	7	Jan. & July.	" " "	1888	....	1st Mort. S. F. (Menominee Ext.)		2,700,000	7*	June & Dec.	" " "	1911	....
Cherry Valley, Sharon and Alb.:															
1st Mort. con. guar. by A. & S. Co.		300,000	7	June & Dec.	New York.	1899	....	2d Mort. (Mil. & Chi. R.R.) guar.		2,000	7	" " "	" " "	1898	104
Chesapeake and Ohio:															
1st Mort. (gold) skg. fd. for \$15,000,000		15,000,000	6*	May & Nov.	New York.	1899	27	1st Mort. (Chic. & Mil. R.V.) guar		1,700,000	7	Jan. & July.	" " "	1898	107
1st Mort. Extension (con. or reg)		5,425,000	7*	Jan. & July.	" " "	1902	....	1st Mort. (Bel. & Mad. R.R.) guar		284,000	7	" " "	" " "	1888	....
1st Mort. (Va. Cen.) guar. by Va.		100,000	6	" " "	" " "	1880	....	Chicago, Portage and Superior:							
2d Mort. (") coupon....		902,000	6	" " "	" " "	1884	....	1st M. a. f. (Chic. & N. Pac. Air-L.)		25,000 p.m.	7*	June & Dec.	New York.	1902	....
Income (") coupon....		300,000	8	" " "	" " "	1876	....	Chicago, Omaha and St. Joseph:							
Funded Interest, coupon.....		180,500	8	" " "	" " "	1877	....	1st Mortgage for \$5,000,000....		.....	8	April & Oct.	New York.	1901	....
Cheshire:															
Coupon bonds (no Mort.).....		773,900	6	Jan. & July.	Boston.	1877-80	97	Chicago and Paducah (C. B. & Q.):							
Chester Creek (Phil. & Balt. Cent.):															
1st Mort., guar. by P. W. & B.		185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage \$26,000 p. m. gold.		2,504,000	7*	Jan. & July.	Boston.	1906	....
Chester and Tamarac:															
1st Mortgage.....		600,000	7*	May & Nov.	New York.	1901	....	Chl. Pktn. & Southw'n (C.B. & Q.):							
Chicago and Alton:															
1st Mortgage, pref. sinking fund.		28,000	7	May & Nov.	New York.	1877	107	1st Mortgage for \$10,000 per mile		700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage.....		2,400,000	7	Jan. & July.	" " "	1893	118	Chicago, Rock Island and Pacific:							
2d Mortgage Income.....		1,100,000	7	April & Oct.	" " "	1883	102	1st Mortgage skg. fund.....		9,000,000	7	Jan. & July.	New York.	1896	111
Consol. Bonds (£200 stg. each).		3,893,200	6*	Jan. & July.	London.	1903	....	Chl. & Southw'n (C. B. & Q.)							
1st Mort. (St. L. & C.) assumed		564,000	7	April & Oct.	New York.	1894	105	1st Mort. gold, tax free, guar....		5,000,000	7*	May & Nov.	New York.	1889	....
2d Mort. (") ..		189,000	7	Jan. & July.	" " "	1898	....	1st Mortgage gold (Atchison Br.)		1,000,000	7*	June & Dec.	" " "	1901	....
1st Mort. (Louisiana and Mo.) ..		4,300,000	7	Feb. & Aug.	" " "	1900	92	Chicago, Wisconsin & Canada:							
Chicago, Burlington and Quincy:															
Trust Mortgage skg fund.....		2,571,000	8	Jan. & July.	New York.	1888	117	1st Mort. gold, skg. fd. for \$10,000		.....	7*	Jan. & July.	New York.	1902	....
Trust Mortgage, skg fund conv.		150,000	6	" " "	" " "	1883	....	Chicago and Superior:							
Trust Mortgage (Burl. to Peoria)		680,000	7	April & Oct.	" " "	1890	....	1st Mortgage (Mad. & Portage) g'd		600,000	7*	April & Oct.	New York.	1900	....
Loan of 1872.....		2,391,475	7	Jan. & July.	Boston.	1898	108	1st Mortgage (gold) for \$5,000,000		.....	7	Jan. & July.	" " "	1902	....
Bonds of 1875, Sinking Fund....		462,000	6	June & Dec.	" " "	1895	88	Chillicothe and Brunswick:							
Consol. Mortgage for \$30,000,000.		3,428,000	7	" " "	" " "	1903	112	1st Mort., guar. by St. L., K. C. & N.		500,000	8	Jan. & July.	New York.	1894	....
1st Mort. (Am. Cen. R.R.) guar.		615,000	6	" " "	New York.	1878	....	Cincinnati, and Baltimore:							
1st Mort. (Car. and Burl.) guar.		503,500	8	May & Nov.	" " "	1879	....	1st Mort. guar. by B. & O. & M. & C.		322,000	7	Jan. & July.	Baltimore.	1900	98
1st Mort. (Dix. Peo. & Han.) guar.		753,000	8	Jan. & July.	" " "	1889	....	Cincinnati, Hamilton and Dayton:							
1st Mort. (Ill. Gr. Trunk) guar.		983,000	8	April & Oct.	Boston.	1890	109	1st Mortgage of 1863.....		1,250,000	7	May & Nov.	New York.	1880	....
1st Mort. (Keok. & St. Paul) guar.		864,500	8	" " "	" " "	1870	....	2d Mortgage of 1865.....		500,000	7	Jan. & July.	" " "	1885	....
1st Mort. (O. & Fox Rv.) guar.		1,131,000	8	Jan. & July.	N.Y. & Bos.	1900	....	3d Mortgage of 1867.....		500,000	8				

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

1599

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,380,000	8	May and Nov.	New York.	1902	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	105	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	110	1st Mortgage for \$22,000 p.m....	1,820,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	107	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	106	2d Mortgage, (coupon) guar.....	800,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	100	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1898	....
2d Mortgage (")	860,000	7	April & Oct.	" "	1886	105	1st Mortgage (on Branches).....	575,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	44
1st Mort. guar. by Ph. and Edg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing)....	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	" "	1890	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Cetroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	25	2d Mortgage (")	1,000,000	8	" "	" "	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1900	10	1st Funded Comp. (D. & M.R.R.)	628,924	7	Jan. & July.	" "	1875	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	2d Funded Comp. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Chic. an. & Gt. Eastern)	461,000	7	April & Oct.	" "	98-95	68	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (")	344,400	7	Jan. & July.	" "	1890	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Chic. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
1st M., s.f. (")	89,650	7	May & Nov.	" "	1896	....	Bonds of Sept. 1, 1906.....	110,000	7	March & Sept.	" "	1890	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1896.....	1,702,317	6 1/2	Jan. & July.	" "	1890	....
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	103
2d Mortgage (Ind. Central).....	668,500	7	" "	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	" "	" "	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage tax free.....	582,000	7	Jan. & July.	New York.	1883	105 1/2
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1885	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,560	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch & 2d on main:	300,000	7	Jan. & July.	" "	1890	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1898.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000....	576,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	289,500	6	June & Dec.	" "	1876	107	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	607,500	7	" "	" "	76-81	97 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	" "	1876	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	103 1/2
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,800	7	Jan. & July.	New York.	1900	98 1/2
Connecticut Valley:							2d Mortgage.....	190,000	4	" "	" "	78-87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1888	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	80-85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	" "	" "	1876	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4	103	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	61 1/2
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865.....	160,000	6	April & Oct.	" "	1885	....
Cowanesque Valley:							Loan of 1867.....	950,000	7	March & Sept.	" "	1887	68
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868.....	1,000,000	6	March & Sept.	" "	78-80	....
2d Mortgage.....	180,000	7	May & Nov.	" "	1882	....	Loan of 1869.....	500,000	6	May & Nov.	" "	1882	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	1,163,000	7	" "	" "	82-84	49 1/2
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	2,513,500	7	" "	" "	83-84	49 1/2
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	" "	1884	47 1/2
Cumberland Valley:							Sterling Sink. Rd. Bonds.....	2,878,048	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	" "	" "	1903	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	" "	" "	1884	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Glazebethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	104 1/2
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	6	April & Oct.	" "	80-82	64
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.....	300,000	7	" "	" "	1886	....	1st Mortgage, extended.....	2,489,000	7	May & Nov.	New York.	1897	108 1/2
Danv., Urb. Bloom'gton & Pekin:							2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	101 1/2
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	3d Mortgage.....	4,852,000	7	" "	" "	1883	101
Davenport and St. Paul:							4th Mortgage convertible.....	2,987,000	7	April & Oct.	" "	1880	98
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	106 1/2
Dayton and Michigan (O.H. & D.):							Buffalo Branch 1st mortgage....	182,000	7	Jan. & July.	" "	1891	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Sterling Loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1876	....
2d Mortgage, guar.....	441,000	7	March & Sept.	" "	1884	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7	Jan. and Dec.	N.Y. & London.	1920	....
3d Mortgage, guar.....	356,000	7	April & Oct.	" "	1888	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7	Jan. and Dec.	London.	1894	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	86-84	....	Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1908	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Income Bonds.....	252,445	6	" "	" "	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1899	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	8 1/2	Jan. & July.	" "	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. & 1st on 55, & 2d on 65m)	2,000,000	6 1/2	March &			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	53
1st Mort. (Central of Fla.)	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1895	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Stirling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
Fonda, Johnstone & Gloversville:							Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	935,000	8	April & Oct.	Boston.	1890	1094
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1891	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	...
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	2d Mortgage.....	1,500,000	8	"	"	1890	6
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N.W.):							International and Gr. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage s.t. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	1024	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gr. N.R.R.)	4,211,000	7	Jan. & July.	"	1900	75
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	824	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1890.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.k.g. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	75-'83	....
Georgia (and Banking):							Equipment Bonds, registered...	378,000	10	"	"	1883	884
Company bonds (debentures)...	664,500	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind. & Cin.) 1868.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Gothen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D., L. & L.M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	944	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	...
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'mt Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	...	Iron (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	36,819,550	4*	"	"	"	....	1st Mortgage gold, s.k.g. fund....	600,000	7*	Jan. & July.	New York.	1890	1024
Provincial Debenture \$3,111,500	15,567,500	....	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,517,000	8	Jan. & July.	New York.	1885	934
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	...	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	86
Mortgage Bonds \$547,000.....	2,735,000	54	April & Oct.	"	77-'78	....	2d Mortgage guar.....	188,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	634
Debenture Bonds \$1,743,160...	8,715,800	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	100	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	704	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jameson & Frank. (L.S. & M.S.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	...
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
2d Mortgage not guaranteed....	376,786	7	"	"	81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western, Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1899	....
1st Mortgage "Construction"....	1,384,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Nap. (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	36	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.)							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	854	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	...
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,000,000	6	Jan. & July.	New York.	77-'94	1074	1st Mortgage s.k.g. fund guar....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	"	"	87-'88	1074	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	804	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55m)	1,300,000	10	Jan. & July.	"	1886	924	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	1014	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
Hartford, Providence and Fishkill:							Kalamazoo,						

AMERICAN RAILROAD BOND LIST

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.		
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	5	Feb. & Aug.	N. Y. & St. Lo.	1896	100
1st Mort. (2d Div. 253.94 m.) gold.	4,083,000	5	June & Dec.	"	1896	100
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. & St. Lo.	1899	100
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1911-76	100
1st Mort. (2,000,000 acres) gold....	1,722,250	7	Jan. & July.	N. Y. & St. Lo.	1890	100
2d Mort. (") gold.....	1,500,000	7	March & Sept.	"	1896	100
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	100
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	1905-97	100
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. & St. Lo.	1916	100
Kent County (Del.)						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	100
Kentucky Central:						
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1893	100
3d Mortgage.....	237,000	7	June & Dec.	"	1898	100
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	100
Funded Interest.....	254,300	8	"	"	1894	100
Keokuk and St. Paul (C.B. & Q.):						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	100
La Crosse, Trempealeau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	100
La. Blooming. & Miss. (T.W. & W.):						
1st Mortgage gold guar.....	1,300,000	7	Feb. & Aug.	New York.	1891	70
La. Muncie & Bloom. (T.W. & W.):						
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	40
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	100
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	100
Lake Ontario Shore:						
1st Mortgage (\$20,000 pr. m.)....	1,488,200	7	Jan. & July.	New York.	1897	100
Lake Shore & Michigan South'n:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	100
Consol. Mort. S.F., Reg'd. a.	4,115,000	7	J. A. J. & O.	"	1900	100
Consol. Mort. S.F., Coupon....	8,471,000	7	Jan. & July.	"	1900	100
2d Consol. Mort. for \$25,000,000.	3,529,000	7	June & Dec.	"	1903	100
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	100
Lake Shore Dividend Bonds.....	1,000,000	7	Jan. & July.	"	1886	100
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	April & Oct.	"	1892	100
3d Mort. (").....	1,000,000	7	Jan. & July.	"	1892	100
1st Mort. (Mich. So. & Nor. Ind.)	5,254,000	7	May & Nov.	"	1885	100
2d Mort. (").....	2,682,306	7	"	"	1877	100
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	100
2d Mort. (").....	819,000	7	April & Oct.	"	1886	100
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	100
Mort. Bonds (").....	800,000	7	March & Sept.	"	1884	100
Mort. Bonds (").....	2,850,000	7	April & Oct.	"	1898	100
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	100
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1887	100
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	100
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	100
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1885	100
1st M. (Jamestown & Franklin)	445,000	7	"	"	var	100
2d M. (").....	500,000	7	June & Dec.	"	1894	100
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	3,000,000	7	April & Oct.	Cleveland, O.	1901	100
2d Mortgage, for \$1,000,000....	694,000	7	"	"	1902	100
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	100
Lake Superior & Mississippi:						
1st Mort. sfg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Bost.-Ph.	1894	20
2d Mort. gold tax free and conv.	2,200,000	7	April & Oct.	"	1900	100
Income Bonds.....	5,300,000	10	"	"	1902	100
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	100
Leavenworth, Alch. & N. West'n:						
1st Mort. guar. by Fac. of Mo....	500,000	7	April & Oct.	New York.	1899	100
Leavenworth, Lawrence & Galveston:						
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	100
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	100
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	100
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1899	103
2d Mortgage (") reg'd....	6,000,000	7	March & Sept.	"	1910	114
General Mort. for \$40,000,000....	5,000,000	6	June & Dec.	"	1923	68
General Mort. registered.....	5,000,000	6	"	"	1922	100
Lewisb. Centre & Spruce C. (P. & E.):						
1st Mortgage.....	1,645,000	7	May & Nov.	Philadelphia.	1902	100
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	100
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1893	100
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	100
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	100
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6	Jan. & July.	N. Y. & Bost.	1900	60
Land Grant sinking fund.....	5,780,000	7	April & Oct.	"	1900	60
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Sfg. Ed.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Cawet. & S. W. Ind.:						
1st Mortgage gold.....	1,500,000	8	F. M. A. & N.	New York.	1900	100
Long Island:						
1st Mortgage.....	600,000	6	Jan. & July.	New York.	1875	100
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	100
1st Mortgage (Glen Cove Br.)....	150,000	8	May & Nov.	"	1890	100
General Mortgage.....	775,000	7	"	New York.	1890	100
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1900	92
Louisville, Paducah and B. W.:						
1st Mortgage.....	3,000,000	8	March & Sept.	New York.	1896	100
2d Mortgage.....	600,000	7	May & Nov.	"	1893	100
Louisville, Cincin. and Lexington:						
Bonds to State of Kentucky....	74,510	8	Jan. & July.	New York.	Perp.	100
1st Mortgage for Cincinnati Br....	3,000,000	7	"	"	1897	100
2d Mortgage for \$1,000,000....	878,000	8	April & Oct.	"	1897	100
Louisville Loan.....	100,000	8	Jan. & July.	"	1887	100
1st Mort. (Louisville & Frankt'ly)	39,000	8	"	"	1903-76	100
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	100
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	100
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7	May & Nov.	New York.	1883	100
Mort. main office lot & building	80,000	7	"	Louisville.	1883	100
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1883	100
1st Mort. (Memphis and Ohio)....	2,500,000	7	June & Dec.	New York.	1901	100
1st Mort. (Memph. & Clarksv. Br.)	2,389,710	6	Feb. & Aug.	"	1902	100
Consol. M. for \$5,000,000 (392 m.)	7,108,000	7	April & Oct.	"	1898	92
Louisville Loan.....	540,000	6	"	"	1887	100
Louisville Loan (Lebanon Br.)....	225,000	6	May & Nov.	"	1888	100
Louisv. Loan (Leb. Br. Exten.)	353,000	6	April & Oct.	Louisville.	1894	100
Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, \$25,000 p. m....	2,875,000	7	Jan. & July.	New York.	1892	100
Macon and Augusta:						
1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	100
1st Mortgage not endorsed.....	100,000	7	"	"	1887	100
Consuet. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	100
Macon and Brunswick:						
1st Mortgage endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	100
2d Mortgage.....	600,000	7	May & Nov.	"	1900	100
Equipment Mortgage.....	150,000	7	April & Oct.	"	1899	100
Madison and Portage:						
1st Mort. guar. by Ohl. and Sup.	600,000	7	April & Oct.	New York.	1890	100
Maine Central:						
Consolidated Mortgage.....	1,690,500	6	April & Oct.	Boston.	1913	95
\$1,100,000 Loan, tax free.....	755,390	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	490,500	6	April & Oct.	"	1890	100
1st Mort. (Belfast & Moosehead)	150,000	7	May & Nov.	Belfast & Bost.	1890	100
\$1,100,000 (A. & Ken.) Loan....	1,000,000	6	Jan. and July.	Boston.	1903-91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	100
Consol. (Port. & Kennebec) Loan	1,465,700	6	June & Dec.	Boston.	1878	100
2d Mort. (Somerset & Kennebec)	220,000	6	Jan. & July.	"	1901	100
1st Mort. (Leeds & Farington)	332,000	6	Jan. & July.	"	1891	100
Bath (Adroecogin) Loan.....	425,000	6	"	"	1891	100
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,000,000	7	Feb. & Aug.	London.	1891	100
1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	100
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1894	100
3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	52
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	100
1st Mort. (Schote & Hook, Val.)	300,000	7	May & Nov.	"	1888	100
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7	Feb. & Aug.	New York.	1899	100
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)....	1,700,000	8	Jun. & Dec.	New York.	1892	100
1st Mort. (Houghton and Ont.)....	2,000,000	8	Jan. & July.	"	1892	100
Consolidated Mortgage.....	1,454,000	8-10	Various	"	1923-03	100
Massachusetts Valley (O. & F. R.):						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1870	90
Maryland and Delaware:						
1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	20
2d Mortgage.....	150,000	6	June & Dec.	"	1884	100
Massillon & Cleve. (C.M. V. & D.):						
1st Mortgage guaranteed, gold....	100,000	7	Jan. & July.	New York.	1890	100
Mayaville and Lexington:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	100
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	100
Tennessee State Loan.....	1,814,142	6	"	"	1890	100
Income Bonds.....	600,000	10	March & Sept.	"	1878-79	100
Memphis and Little Rock:						
1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	100
2d Mortgage.....	1,000,000	8	"	"	1890	100
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100
Michigan Central:						
1st Mortgage, convertible.....	350,000	8	April & Oct.	Boston.	1893	100
1st Mortgage sinking fund conv.	1,508,000	8	"	"	1892	111
Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
1st Mort. (Mich. Air Line) ass'd</						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin"

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1899	....
1st Mortgage gold, guaranteed..	20,000	7*	Jan. & July.	Detroit.	1899	....	1st Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, sfg fd & tax free	1,012,500	7	May & Nov.	New York.	74-74	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1899	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.....	3,709,600	7	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$3,000,000 gold	2,040,000	7*	Jan. & July.	.....	1900	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold.....	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.):						
1st Mortgage.....	1,254,000	7	Jan. & July.	"	81-88	....	1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	430,547	1	"	"	.....	....	New York Central & Hudson R.:						
Tennessee State Loan.....	800,000	7	Feb. & Aug.	New York.	1902	....	Debt Certificates (N. Y. Cent.)	5,934,626	6	May & Nov.	New York.	1883	105
Mississippi Valley and Western:							Bonds for debts assem'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	102 1/2
1st Mortgage \$20,000 p. m.....	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for B. & N. F. st. k (")	76,000	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	100 1/2
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for Real Estate (")	166,000	6	"	"	1883	100 1/2
Missouri, Kansas and Texas:							Bonds of 1854 renewed (")	2,000,000	6	June & Dec.	"	1887	100 1/2
1st Mort. (U. Pac. S. Br.) sfg fund	10,418,000	1*	Feb. & Aug.	"	1904	50	2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	1886	113 1/2
Consol. Land Grant, sfg fd gold	2,500,000	7	"	"	1905	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Additional Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort., comp. for \$30,000,000	18,445,000	7	Jan. & July.	"	1903	119 1/2
Further Add. Consol. Mort.....	5,000,000	10	Jan. & July.	New York.	1889	55	1st Mort., reg'd for \$2,000,000	9,733,333	6*	"	London.	1903	....
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1900	....	Consolidated Mortgage of 1863..	103,000	4	Feb. & Aug.	New York.	1893	....
2d Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Sinking Fund Mortgage of 1861.	108,444	7	Jan. & July.	"	1881	....
Mobile and Girard:							Consol. Mort. of 1872, coupon.	10,600,000	7	May & Nov.	"	1900	117 1/2
1st Mortgage.....	300,000	8	"	New York.	1890	....	Consol. Mort. of 1872, reg.....						
Plain bonds.....	38,500	8	"	Savannah.	1887	....	N. York, Housatonic & Northern:						
Mobile and Montgomery:							1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, Kingston & Syracuse:						
2d Mortgage.....	300,000	8	"	"	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Ohio:							New York, N. Haven & Hartford:						
1st Mortgage Sterling.....	5,698,000	6*	May & Nov.	Mob. & Lond.	1893	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
Interest bonds.....	1,524,300	6	"	Mobile.	76-83	....	New York and Oswego Midland:						
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	1st Mortgage gold, tax free.....	5,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds.....	1,088,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br.)	52,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
2d Mortgage.....	1,458,858	8	March.	"	1877	....	3d Mort., Equipment.....	3,800,000	7	.....	"	1896	....
Consol. Mort. for \$15,000,000.....	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	1896	....
Convertible 5 per cent. bonds...	77,550	8	M. J. S. & D.	New York.	.....	....	Consolidated Mortgage.....	1,200,000	7	.....	"	1896	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	.....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	.....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	988,400	7	"	"	.....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Montgomery and Erie (Erie):							Extension Bonds.....	250,000	6	May & Nov.	"	78-81	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1885	....	General Mort. for \$1,000,000.....	83,000	7	Jan. & July.	"	1899	....
2d ".....	47,000	7	April & Oct.	"	1887	....	Norfolk & Petersburg (A.M. & O.):						
Montgomery and Eufaula:							1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1888	....	1st Mortgage.....	187,000	7	"	"	1877	....
1st Mortgage not endorsed.....	380,000	8	June and Dec.	"	1900	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Monticello and Fort Jervis:							North Carolina:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Morris and Essex (D. L. & W.):							North Eastern (S. Car.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	118	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	100	2d Mortgage.....	226,600	8	"	"	1899	....
Convertible bonds.....	354,800	7	Jan. & July.	"	1900	97 1/2	North Missouri (St. L., K.C. & N.):						
Construction bonds.....	578,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	97 1/2
Gen'l M. (lat on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	1 1/2	North Pennsylvania:						
Special Mortgage.....	1,029,000	7	"	"	.....	....	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108 1/2
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	100	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	100 1/2
Nashville, Chattanooga & St. Louis:							Chattel Mortgage.....	380,000	10	April & Oct.	"	1877	108
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-83	....	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	107 1/2
2d Mort. (Held y U. S. Gov.)	1,000,000	4	"	"	81-91	....	North Shore (Flush., N.S. & Cent):						
New Mortgage.....	6,700,000	7	"	"	1913	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville and Decatur (L. & Nash.):							Northern Central:						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	89	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage gold.....	204,000	6*	April & Oct.	Nashville.	1887	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	104 1/2
Nashua and Lowell:							3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101 1/2
Bonds for freight depot.....	260,000	6*	Feb. & Aug.	Boston.	1902	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	102 1/2
Newark & New York (C. of N.J.):							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark, Somerset & Stratsville:							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	102 1/2
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1890	97 1/2	Consol. Mort. registered.....	208,000	6*	April & Oct.	"	1900	....
New Bedford:							Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northern New Jersey (Erie):						
New Issue for \$800,000.....	400,000	7	"	"	1894	105	1st Mortgage sfg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
New Haven and Derby:							Northern Pacific:						
1st Mortgage.....	525,000	7	Various.	New Haven.	99-00	....	1st Mort. on R. R. & lands gold..	30,097,600	7 3/4	Jan. & July.	New York.	1900	14
New H. Middle'n & Willman:							Northwestern Virginia:						
1st Mortgage (coup. & reg.).....	8,000,000	7	May & Nov.	New York.	1889	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1888	97
2d Mortgage.....	2,000,000	7	"	"	1881	....	Northwestern Union (C. & N.W.):						
New Haven and Northampton:							1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Norwich & Worcester (B. H. & E.):						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	80-83	....	1st Mort. Mass. Loan, sfg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Holyoke and Westfield bonds...	200,000	7	"	"	1891	....	Construction Bonds.....	150,000	7	"	"	1877	....
New Jersey Midland (N.Y. & O.M.):							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1900	....
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Ogdensburg and Lake Champlain:						
2d Mortgage.....	1,500,000	7	"	"	1881	....	Equipment Mortgage.....	800,000	8	Jan. & July.	Boston.	1878	95
New Jersey and New York:							Equipment Mortgage.....	200,000	8	"	"	1879	95
1st Mortgage.....	500,000	7*	March & Sept.	N. Y. or Lond.	1893	....	Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	95
New Jersey Southern:							Ohio and Mississippi:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	20	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	80
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1885	....	Consolidated S. F. Mortgage.....	2,478,000	7	"	"	1898	80
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	Consolidated Mort., Sterling.....	112,000	7*	"	London.	1894	....
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oct.	"	1903	....	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	96 1/2
Income Mortgage.....	750,000	7	"	"	1891	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
New Jersey West Line:							Debiture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1885	....
1st Mort. gold, for \$8,000,000.....	3,000,000	7	May & Nov.	New York.	1900	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1905	80
2d Mort. (Warren & Franklin).	1,500,000	7	Feb. & Aug.	"	1883	80	Oil Creek and Allegheny River:						
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1886	80	1st Mortgage (O. C. R. R.).....	580,000	7	April & Oct.	Philadelphia.	1893	75
Consolidated Mortgage.....	1,100,000	7	Feb. & Aug.	"	1899	80	1st Mort. (Warren & Franklin).	1,500,000	7	Feb. & Aug.	"	1883	80

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.						
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1896	104	Mortgage Loan, convertible.....	290,000	6	Jan. & July.	Phila. & Balt.	1894	104
Plain Bonds.....	35,000	6	"	"	1894	99	Loan of 1866.....	161,000	6	April & Oct.	"	1876	100
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1871.....	1,000,000	6	"	"	1887	100
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	700,000	6	"	"	1892	108
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1891	104	Loan of 1875.....	639,000	6	"	"	1900	100
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	100	1st Mortgage, guaranteed.....	331,400	7	April & Oct.	Philadelphia	1900	100
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.).....	775,400	7	Jan. & July.	Philadelphia.	1899	100
Orange, Alex. and Manassas—							1st Mort. (Staub. & Ind.) conv.....	3,000,000	7	Monthly.	New York.	1884	95
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	5,222,400	7	Feb. & Aug.	Philadelphia.	1890	89
Oregon and California:							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	100
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	1899	100	Pittsburg, Ft. Wayne & Chicago:						
Oswego Valley & Southern Kansas:							1st Mortgage (Series A).....	875,400	7	Jan. & July.	New York.	1912	100
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1899	100	1st Mortgage (Series B).....	875,400	7	Feb. & Aug.	"	1912	100
Oshkosh & Miss. (O. M. & S. P.):							1st Mortgage (Series C).....	875,400	7	March & Sept.	"	1912	100
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Series D).....	875,400	7	April & Oct.	"	1912	100
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E).....	875,400	7	May & Nov.	"	1912	100
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	100	1st Mortgage (Series F).....	875,400	7	June & Dec.	"	1912	100
Income Mortgage.....	112,100	8	Feb. & Aug.	"	1891	100	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	114
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	100
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1895	100	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	100
1st Mortgage guar. by C. R. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	100	2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	100
Owensboro' and Russellville.							2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	100
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	100	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	100
Pacific of Missouri (Atl. & Pac.):							Equipment bonds of Jan. 1, 1901.	1,000,000	8	Jan. & July.	New York.	1897	100
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1898	99	March & Sept.	"	1894	"	1894	100	
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	94	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	100	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	100
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1896	100	Pittsburg, Washington & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	100	1st Mort. (Pittsb. & Conn'tville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	104
1st Mort. (Carondelet Branch).....	500,000	6	April & Oct.	"	1893	100	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	100
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1899	100	2d Mort. do. (Turtle Cr. Div. 101 m)	400,000	6	Feb. & Aug.	Pittsburg.	1899	100
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	100	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1893	100
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,505,000.	1,541,000	7	Feb. & Aug.	New York.	1902	100	1st Mortgage for \$5,000,000.....	20,000 pm	7	Jan. & July.	New York.	1901	100
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,900.	2,899,330	7	April & Oct.	London.	1897	100	1st Mortgage gold, for \$1,300,000	1,800,000	7	May & Nov.	New York.	1899	100
Paris and Decatur:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	100	1st Mort. (Maine Section) gold.....	500,000	6	Jan. & July.	Boston.	1900	100
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	749,000	6	May & Nov.	"	1901	100
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1879	100	Portland and Ogdensburg (Vt.):						
Pekin, Line. & Decatur (T.W. & W.)							1st Mortgage gold, for \$2,300,000	1,300,000	6	May & Nov.	N. Y. & Bost.	1891	100
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	100	Portland and Oxford Central:						
Pemberton & Hight (U. G. of N.J.)							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	100
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1899	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) stg p.d.	700,000	6	Jan. & July.	Boston.	1897	100
1st Mortgage gold (S. F.) 1st series	1,800,000	7	May & Nov.	N. Y. or Lond.	1899	100	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1897	100
1st Mortgage gold (S. F.) 2d series	979,000	7	"	"	1900	100	2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	"	1891	100
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1890	108	1st Mortgage gold, stg p.d.....	2,000,000	7	May & Nov.	N. Y. & Lond.	1898	100
General Mortgage.....	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	107	1st Mort. gold, guar. by Ga. R.R.	500,000	7	"	"	1899	100
General Mortgage, registered.....	6	Jan. & July.	London.	1906	101	Portsmouth, Gt. Falls & Conway:							
Consolidated Mortgage.....	29,250,000	6	April & Oct.	Philadelphia.	75-90	100	1st Mort. guar. by Eastern R.R.	515,000	7	June and Dec.	Boston.	1895	100
State lien for \$7,500,000, stg p.d.	5,007,300	6	"	"	"	"	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free.....	644,500	7	Jan. & July.	New York.	1910	100
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1891	100	2d Mortgage.....	78,000	7	"	"	1900	100
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,063,000	7	Feb. & Aug.	Philadelphia.	1903	100	1st Mortgage.....	500,000	8	Jan. & July.	Providence.	1890	100
2d Mortgage.....	519,000	7	April & Oct.	"	1904	100	Stoughton Branch bonds.....	1,000,000	6	"	"	1900	100
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	100	1st Mortgage gold.....	1,000,000	7	May & Nov.	Philadelphia.	1892	100
1st Mortgage guaranteed.....	1,500,000	7	"	"	1900	100	Quincy and Palmyra.....						
Peoria & Bureau Val. (C. R. I. & P.)							1st Mort. assumed by H. & St. J.	500,000	8	Feb. & Aug.	New York.	1892	100
1st Mortgage guaranteed.....	400,000	8	Jan. & July.	New York.	1877	100	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. R. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1900	100
1st Mortgage, traffic guarantee.....	571,000	8	Jan. & July.	Boston.	1878	101	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	750,000	8	Jan. & July.	Boston.	1890	104
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	100	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	100	1st Mort. Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
Peoria and Rock Island:							2d Mort. Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	100
1st Mort. gold, conv. & tax free.....	1,500,000	7	Feb. & Aug.	N. Y. & Lond.	1900	100	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	100	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	117
Perkdown (Phila. and Rdg):							2d Mortgage.....	150,000	7	"	"	1897	100
1st Mortgage, guaranteed.....	619,000	8	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1894	100
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	100
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	75-90	101	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	100
2d Mortgage.....	500,000	8	"	"	1900	100	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 365 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	100	Virginia State Loan, stg fund.....	600,000	6	Jan. & July.	Richmond.	1899	100
1st Mortgage (Md. Div. 9 m.).....	300,000	6	"	"	1891	100	Virginia State guar. bonds.....	157,800	6	"	"	1875	100
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	100	1st Mort. (Piedmont Branch).....	500,000	6	"	"	1894	100
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	600,000					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Beginsaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	346,000	8	May & Nov.	Beginsaw.	1892	...	1st Mortgage Sterling.....	1,486,333	5	Jan. & July.	London.	'82-'88	...
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,700	7	"	New York	'82-'88	...
1st Mort. (Cal. & Baring).....	96,200	8	Jan. & July.	Calais, Me.	1879	...	2d Mort. for \$3,000,000.....	616,600	7	April & Oct.	"	1902	...
2d Mort. (").....	17,600	6	"	"	1879	...	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	...
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	...	Domestic (I) Bonds.....	1,296,600	7	April & Oct.	"	1891	...
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	...
1st Mort. (E. D.) gold tax free.....	1,600,000	8	Feb. & Aug.	N. Y. & Lond.	1899	...	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	6,500,000	8	"	"	1900	...	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	...
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	...
1st Mortgage.....	1,000,000	8	May & Nov.	New York	1893	...	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	...
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	107 1/2	2d Mortgage for \$200,000.....	177,560	7	March & Sept.	"	1884	...
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama.						
1st Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	80	1st Mort. endor. by Ala. gold.....	291,000	8	Jan. & July.	New York.	1890	...
1st Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	70	Sterling Mort., guar. by L. & N.	£1,038,000	6	May & Nov.	London.	1890	...
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	70	South Pacific (Atl. and Pac.)						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	70	1st Mortgage gold, assumed.....	7,188,500	6	Jan. & July.	New York.	1888	69 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,900,000	7	Feb. & Aug.	New York.	1892	101 1/2	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Brh)	2,500,000	7	June & Dec.	"	1897	...	1st preferred bonds.....	676,000	8	Jan. & July.	New York.	'84-'90	...
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7	"	"	1897	...	2d preferred bonds.....	621,000	6	"	"	'84-'90	...
Consolidated Mortgage.....	1,500,000	7	"	"	1899	...	3d preferred bonds.....	452,800	6	"	"	'84-'90	...
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,923,000	7	April & Oct.	New York.	1894	...	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	...
2d Mortgage.....	545,000	7	Jan. & July.	"	1898	...	2d Mortgage.....	600,000	7	March & Sept.	"	1892	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	97 1/2	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	...
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	...	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	...
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	...	2d Mort. Sink Fund.....	1,500,000	7	May & Nov.	"	1890	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,307,000	7	May & Nov.	New York.	1894	...	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'85	...
1st M. (Evans, D.) gold skg f'd. conv	1,000,000	7	"	"	1896	...	2d Mortgage, land grant.....	1,257,000	7	Jan. & July.	"	1890	...
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	...	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	...	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	...	...
St. Louis, Van & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	...	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	...
2d Mortgage, (A.) guaranteed.....	1,806,000	7	May & Nov.	"	1898	...	2d Mortgage gold.....	88,000	7	"	"	1890	...
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	...	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	...	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'80	...
St. Paul and Iowa Southwestern:							1st Mortgage (Musconge) conv.....	300,000	7	"	"	'72-'76	...
1st Mortgage.....	4,500,000	7	May & Nov.	.....	1903	...	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	...
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	...	1st Mortgage not endorsed.....	198,370	7	"	"	1879	...
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	...	Springfield, Athol & Northeastern:						
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	...	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	...
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	...	...	Springfield & Illinois St. Eastern:						
2d M. (") R.R. & Lands.	6,500,000	7	"	"	...	...	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	...
General Mortgage for \$15,000,000		7	"	"	...	...	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	"	1900	...
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	...	1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	...
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
Salem and Lowell (E. & L.):							Stansford, Shefford and Chamblay:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	43
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	...
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...	Sullivan and Erie:						
Savannah, Albany & Gulf (A & G):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	...	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Bay & Char.).....	500,000	7	Jan. & July.	New York.	1889	...	Sturbury and Lewiston:						
State guaranteed (Gt. S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	...	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	...
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	...	Income Mort. gold.....	200,000	6	"	"	1891	...
Savannah, Griffin & North Ala.:							Susquehanna, Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	...	1st Mortgage.....	1,000,000	7	.....	New York.	...	...
Savannah and Memphis:							Synapse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	...	2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	...
Schenectady & Susq. (D. & H. Can.)							1st Mortgage.....	270,000	7	June & Dec.	"	1887	...
1st Mortgage gold, tax free.....	400,800	7	Jan. & July.	New York.	1900	...	Synapse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	...
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	...	Tebro and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,168,000	7	June & Dec.	New York.	1903	...
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	...	Ten-Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	...
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	...	Bonds of 1873 for \$1,600,000.....	616,000	7	"	"	1904	...
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	...	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	...
Selma, Rome and Dalton:							1st Mortgage.....	1,850,000	7	Jan. and July.	.....	1906	65
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	...	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	...	1st Mortgage.....						
Equipment Mortgage.....	230,000	10	"	"	1891	...	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	85
Shamokin Valley & Pottaw. (N.C.):							2d Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	85
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	98	1st Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	69 1/2
Shenandoah and Fond du Lac:							Equipment Mort. sinking fund.....	64,000	8	Jan. & July.	"	1879	...
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	...	Consol. Mort. for \$4,300,000.....	1,500,000	7	May & Nov.	"</		

AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage sfg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	8	Jan. and July.	Baltimore.	1880	91
Troy and Boston.							1st Mort. endor. by Balt.....	300,000	8	"	"	1880	90 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.....	300,000	8	"	"	1880	90 1/2
2d Mortgage.....	300,000	7	April & Oct.	"	1886	....	2d Mort. endor. by Wash. Co.....	300,000	8	"	"	1880	103 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1876	....	2d Mortgage preferred.....	600,000	8	"	"	1880	106
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	8	"	"	1900	97
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	8	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,755,000	6 1/2	Jan. and July.	New York.	1899	132 1/2
1st Mortgage, guaranteed.....	680,000	8	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1885	97
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch):	1,000,000	6	Jan. and July.	"	1885	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6 1/2	Jan. & July.	N. Y. & Bos.	90-99	165 1/2	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	99 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1890	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	90-99	90	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	90 1/2	Debenture bonds guar. by C. & A.	400,000	8	March & Sept.	Camden.	1883	95
Omaha Bridge B'ds, etc. \$500,000	2,500,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1898	106
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	"	1878	....
1st Mortgage gold, tax free.....	1,000,000	6 1/2	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	90-7-8	....	2d Mort. (Cape May & Millville):	500,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107 1/2
1st Mortgage gold, sfg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1890	....	West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr. gold sfg fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7 1/2	"	"	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	102 1/2	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$360,200 (U. Co's)	1,846,000	5 1/2	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 ("")	1,800,000	5 1/2	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 St. Fund ("")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$282,000 (C. & A. M.)	1,810,000	6 1/2	Feb. and Aug.	London.	1890	....	1st Mortgage.....	3,900,000	7	June & Dec.	Baltimore.	1900	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	104 1/2	Wilmington and Reading:	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43 1/2
Loan of 1889 ("")	866,000	6	June & Dec.	Princeton.	1889	100 1/2	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	106
Mortg. Loan ("")	5,000,000	6	May and Nov.	Philadelphia.	1889	108	Wilmington and Weldon:						
Bond of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	223,400	7 1/2	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1890	103
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7 1/2	J. A. J. & G. Phil. & Wilm.	1892	....
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (G. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	78
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	7 1/2	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7 1/2	Jan. and July.	Boston.	1901	80 1/2
Vermont Cent.—See Central Vt.							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Vermont and Massachusetts:							Worcester and Naahus:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Plain Bonds.....	185,300	6	Various	"	81-87	....
Convertible bonds.....	160,000	7	"	"	1881	103	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
Vicksburg and Meridian:							CANAL BONDS.						
General							Chesapeake and Delaware:						
2d series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Mortgage							Chesapeake and Ohio:						
3d series (black).....	850,000	7	"	"	1890	....	Sterling Loan guaranteed.....	4,375,000	6 1/2	J. A. J. & O.	London.	1890	....
4th series (not end.).....	1,341,700	7	Apr. and Oct.	"	1890	....	Preferred Bonds (next lien).....	1,699,600	6	Jan. and July.	Baltimore.	1885	82 1/2
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Delaware Division (L. O. & N.):						
Vineyard:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware and Hudson:						
Virginia & Tennessee (A. M. & O.):							1st Mort. (1st series, Nov. 1 '87	1,500,000	7	May and Nov.	New York.	1877	101 1/2
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	72 1/2	regis. (2d series, July 1, 1890)	3,500,000	7	Jan. and July.	"	1884	103
4th Mortgage.....	870,000	8	March & Sept.	"	1900	76	tered. (3d series, Jan. 1, 1871)	3,500,000	7	"	"	1891	103 1/2
Registered Certificates.....	118,298	8	Jan. and July.	"	1878	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	98
Funded Interest.....	225,300	8	"	"	1880	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Income Mortgage (fundable).....	93,500	8	"	"	1866	....	Lehigh Coal and Navigation:						
Walkill Valley (Erie):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	84
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Convertible Bonds.....	41,550	6	"	"	1882	96
Warren (D. L. & W.):							Convertible Loan, gold.....	791,900	6 1/2	March & Sept.	"	1894	101 1/2
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1878	....	1st Mortgage, registered.....	5,381,923	6	J. A. J. & O.	"	1894	100 1/2
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	100 1/2
Warren & Franklin (O. C. & A. R.):							Mortgage (equip.) Loan, gold.....	4,592,500	6 1/2	June & Dec.	"	1897	101 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Consolidated Mortgage.....	1,065,000	7	"	"	1911	80
Warwick Valley (Erie):							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97 1/2
1st Mortgage.....	80,000	7	Apr. and Oct.	New York.	1890	....	Greenwood Mortgage Loan.....	110,000	6	Apr. and Oct.	"	1877	....
Wasatch and Jordan Valley:							Monongahela Navigation:						
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Washington City, Va. Mid. & Gt. So.:							Morris (and Banking):						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	83	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1878	99
2d Mort. ("")	350,000	7	"	"	1891	....	Boat Loan, sinking fund.....	235,965	7	Apr. and Oct.	"	1899	102 1/2
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1878	91	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
2d Mort. ("")	1,200,000	6	Jan. and July.	"	1878	72 1/2	Pennsylvania:						
3d Mort. ("")	600,000	8	May and Nov.	"	1878	61 1/2	1st Mortgage sfg fund guar.....	2,305,000	6	Jan. and July.	Philadelphia.	1910	73
4th Mort. ("")	700,000	8	March & Sept.	"	1880	36	1st Mortgage (Wy. Val. Can.).....	600,000	6	"	"	1878	....
Funded Coupons (do.)	722,6												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c.

the asterisk (*) occurring in the column headed "Rolling Stock" signifies that the spot thereof is included in that class. A dash (-) across the column signifies "all" and running zeros (0) signify "not ascertained".

[illegible]

Dec. 31	1875	988.0	332.0	117.8	201	225	40	3,500	Central Pacific	Cal. Nev. & Utah	132,513,850	9,703,384	5,410,182	1,749,383	64,275,600	53,245,980	7,875,300	2,878,164	1,834,214	1,023,018	9,600,071	10	100	100
Jan. 30	1876	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1876	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1876	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1876	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1877	22.1	-	27	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Jun. 30	1877	22.1	-	27	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Sept. 30	1877	22.1	-	27	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Dec. 31	1877	22.1	-	27	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Jan. 30	1878	43.6	17.0	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1878	43.6	17.0	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1878	43.6	17.0	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1878	43.6	17.0	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1879	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1879	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1879	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1879	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1880	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1880	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1880	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1880	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1881	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1881	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1881	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1881	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1882	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1882	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1882	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1882	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1883	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1883	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1883	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1883	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1884	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1884	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1884	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1884	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1885	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1885	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1885	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Dec. 31	1885	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jan. 30	1886	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Jun. 30	1886	117.0	43.6	170	81	32	60	3,500	Central Pacific	Cal. Nev. & Utah	1,858,571	1,995,097	2,209,249	8,000,000	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300	7,875,300
Sept. 30	1886	117.0	43.6	170	81</																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the word "Rolling Stock" counting in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in *italics*. State-aid Railroads are distinguished by a * and Grant Railroads are printed in *italics*. State-aid Railroads are distinguished by a * and Grant Railroads are printed in *italics*.

[illegible]



RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Containing in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running debt (....) signifies "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.				Operations.	
Railroad.				Accounts and Cash.				Railroad Operated.	
Rolling Stock.				Stocks.				Trains Moved.	
Assets.				Bonds.				Passengers.	
Accounts and Cash.				Freight.				Gross.	
Surplus Income.				Net.				Dividends.	
Value of Shares.				Market.				Par.	
Year ending.				Main Line.				Branch Line.	
2d Track and Sidings.				Railroad in progress.				Engines.	
Cars.				Freight.				R. M. E.	
N. Y. C. & Canad. (N. Y. C.).				N. Y. C. & Canad. (N. Y. C.).				N. Y. C. & Canad. (N. Y. C.).	
Sept. 30, 1876	83.1	24	18	12	25	1,000,000	824,263	286,789	1,000,000
May 31, 1876	220.0	12.4	14	14	6	4,396,640	1,085,540	396,633	4,396,640
Feb. 28, 1876	120.0	6.6	14	14	6	1,148,180	1,085,540	396,633	1,148,180
Oct. 31, 1876	120.0	6.6	14	14	6	3,241,181	1,085,540	396,633	3,241,181
May 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,600,000	1,085,540	396,633	3,600,000
Dec. 31, 1876	120.0	6.6	14	14	6	3,			

Sept. 30, 1875	140.51	6.6	16.5	19	10	1605	Richmond and Danville	5,600,614	2,349,266	190,442	4,000,000	3,892,686	726,767	48,979	294.6	070,412	136,678	978,058	323,448	100
Sept. 30, 1875	22.5	2.7	4.2	9	4	176	Richmond and Petersburg	1,102,684	182,606	317,187	1,008,600	975,796	275,796	680,914	35.2	183,941	103,860	82,826	18,281	100
Sept. 30, 1875	22.5	5.0	6.3	14	24	41	Richmond, Fredburg and Potomac	2,805,705	182,606	317,187	1,008,600	975,796	275,796	680,914	35.2	183,941	103,860	82,826	18,281	100
Sept. 30, 1875	22.5	5.0	6.3	14	24	41	Richmond, York Riv. and Chesapeake	1,257,640	182,606	317,187	1,008,600	975,796	275,796	680,914	35.2	183,941	103,860	82,826	18,281	100
Sept. 30, 1875	22.5	5.0	6.3	14	24	41	Richmond, York Riv. and Chesapeake	1,257,640	182,606	317,187	1,008,600	975,796	275,796	680,914	35.2	183,941	103,860	82,826	18,281	100
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Sept. 30, 1875	22.5	5.0	6.3	14	24	41	Richmond, York Riv. and Chesapeake	1,257,640	182,606	317,187	1,008,600	975,79								

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

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Philadelphia Stock Exchange.

Closing Prices for the week ending Dec. 12.

W. 6. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12.

Allegany Val. 7.3-10.101	101	101	101	101	101
7s, Income.....	104	104	104	104	104
Camden & Am. 6s, 1888.....	104	104	104	104	104
6s, 1889.....	104	104	104	104	104
Mort. 6s, 1889.....	108	108	108	108	108
Camden and Atlantic.....	41	41	41	41	41
Preferred.....	41	41	41	41	41
1st mortgage.....	41	41	41	41	41
2d mortgage.....	41	41	41	41	41
Catawissa.....	41	41	41	41	41
Preferred.....	41	41	41	41	41
New preferred.....	41	41	41	41	41
7s, new.....	41	41	41	41	41
Del. & Bond Brook.....	41	41	41	41	41
7s.....	41	41	41	41	41
Elmira & Williamsport.....	41	41	41	41	41
Preferred.....	41	41	41	41	41
7s.....	41	41	41	41	41
Hunt. & B. Top Mt.....	41	41	41	41	41
Preferred.....	41	41	41	41	41
2d mortgage.....	41	41	41	41	41
Lehigh Navigation.....	27	27	27	27	27
6s, 1877.....	103	103	103	103	103
6s, 1884.....	101	101	101	101	101
Gold Loan.....	100	100	100	100	100
Railroad Loan.....	100	100	100	100	100
Conv. Gold Loan.....	47	47	47	47	47
Lehigh Valley.....	47	47	47	47	47
6s, new, coupon.....	116	116	116	116	116
6s, new, registered.....	116	116	116	116	116
7s.....	116	116	116	116	116
Consol. mort. 6s.....	116	116	116	116	116
Little Schuylkill.....	49	49	49	49	49
Minchilli & Sch. Haven.....	49	49	49	49	49
North Pennsylvania.....	108	108	108	108	108
1st mortgage 6s.....	108	108	108	108	108
2d mortgage 7s.....	107	107	107	107	107
Chattel 10s.....	107	107	107	107	107
Gen'l mort. 7s, coup.....	107	107	107	107	107
Northern Central.....	45	45	45	45	45
Pennsylvania R. R.....	45	45	45	45	45
1st mortgage.....	109	109	109	109	109
Gen'l mortgage.....	107	107	107	107	107
Gen'l mort. reg.....	107	107	107	107	107
Consol. mort. 6s, reg. 101.....	107	107	107	107	107
Penn. State 6s, 2d series.....	116	116	116	116	116
Penn. State 6s, 3d series.....	105	105	105	105	105
Philadelphia City, 6s.....	110	110	110	110	110
6s, new.....	110	110	110	110	110
Phila. and Reading.....	19	19	19	19	19
Debtenture bonds.....	108	108	108	108	108
7s, of 1883.....	69	69	69	69	69
7s, new, convertible.....	94	94	94	94	94
Gen'l mortgage 7s.....	92	92	92	92	92
Gen'l mortgage, reg.....	92	92	92	92	92
Philadelphia and Erie.....	124	124	124	124	124
1st mortgage, 6s.....	102	102	102	102	102
2d mortgage, 7s.....	98	98	98	98	98
Pittsb. Cin. & St. L. 7s.....	81	81	81	81	81
Pittsb. Titusv. & Buff.....	50	50	50	50	50
7s.....	50	50	50	50	50
Schuylkill Navigation.....	88	88	88	88	88
Preferred.....	88	88	88	88	88
6s, 1872.....	88	88	88	88	88
6s, 1882.....	139	139	139	139	139
United Co. of N. Jersey.....	21	21	21	21	21
Hestonville, (Horse).....	21	21	21	21	21
Ohestnut & Wal. (do.).....	64	64	64	64	64
Germantown (do.).....	64	64	64	64	64
Green and Coates (do.).....	64	64	64	64	64
Lombard & St. L. (do.).....	64	64	64	64	64
2d and 3d streets (do.).....	64	64	64	64	64
Spruce and Pine (do.).....	40	40	40	40	40
15th and 15th sts. (do.).....	40	40	40	40	40
Union.....	40	40	40	40	40

Baltimore Stock Exchange.

Closing Prices for the week ending Dec. 12.

W. 6. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12.

Baltimore and Ohio.....	147	147	147	147	147
6s, 1880.....	147	147	147	147	147
6s, 1885.....	104	104	104	104	104
Central Ohio.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
Marietta & Cincinnati.....	108	108	108	108	108
1st mortgage, 7s.....	168	168	168	168	168
2d mortgage, 7s.....	83	83	83	83	83
3d mortgage, 8s.....	52	52	52	52	52
3d mortgage, 8s.....	24	24	24	24	24
Northern Central.....	102	102	102	102	102
2d mortgage, 6s, 1885.....	101	101	101	101	101
3d mortgage, 6s, 1900.....	102	102	102	102	102
6s, 1900, Gold.....	102	102	102	102	102
Orange and Alex. 1st.....	61	61	61	61	61
2d mortgage, 6s.....	61	61	61	61	61
3d mortgage, 8s.....	61	61	61	61	61
4th mortgage, 8s.....	61	61	61	61	61
O. Alex. & Manassas 7s 80.....	104	104	104	104	104
Pittsb. & Connellsv. 7s 104.....	68	68	68	68	68
Virginia 6s, Consol.....	83	83	83	83	83
Consol. Coupons.....	83	83	83	83	83
Deferred Certificates.....	83	83	83	83	83
Western Maryland.....	83	83	83	83	83
1st M., end. by Balt.....	83	83	83	83	83
2d M., do.....	83	83	83	83	83
3d M., do.....	83	83	83	83	83
1st M., unendorsed.....	83	83	83	83	83
2d M., end. Wash. Co.....	83	83	83	83	83
3d M., preferred.....	83	83	83	83	83
City Passenger R. R.....	83	83	83	83	83

New York Stock Exchange.

Closing Prices for the week ending Dec. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Adams Express.....	105	104	104	104	104	104
Albany and Susq.....	89	89	89	89	89	89
1st mortgage.....	110	110	110	110	110	110
2d mortgage.....	102	102	102	102	102	102
American Express.....	61	60	59	59	59	59
Am. Dock and Imp. 7s.....	105	105	105	105	105	105
Atlantic & Pacific pref.....	14	14	14	14	14	14
Atlantic & Pacific Tel.....	15	14	14	14	14	14
Bost., Hart. & Erie 1st.....	105	105	105	105	105	105
Burl., C. R. & Minn. 1st.....	105	105	105	105	105	105
Central of N. Jersey.....	34	34	34	34	34	34
1st mortgage, new.....	108	108	108	108	108	108
7s, consolidated.....	82	82	82	82	82	82
7s, convertible.....	78	78	78	78	78	78
Central Pacific 6s, gold 109	109	109	109	109	109	109
1st Mt. (San Joaquin) 93	93	93	93	93	93	93
1st Mt. (Cal. and Or.) 93	93	93	93	93	93	93
Land grant 6s.....	99	99	99	99	99	99
Chicago and Alton.....	99	98	98	98	98	98
Preferred.....	110	110	110	110	110	110
1st mortgage.....	110	110	110	110	110	110
Sinking Fund.....	102	102	102	102	102	102
Income bonds.....	102	102	102	102	102	102
Chic., Burl. & Quincy.....	113	113	113	113	113	113
7s Consol. 1903.....	117	117	117	117	117	117
8s, 1883.....	116	116	116	116	116	116
Chic. & Milwaukee 1st.....	19	19	19	19	19	19
Chic., Mil. and St. Paul 19	19	19	19	19	19	19
Preferred.....	52	51	51	51	51	51
1st mortgage, 8s.....	118	118	118	118	118	118
2d mortgage, 7 1/2-10s, 93	93	93	93	93	93	93
7s, gold.....	108	108	108	108	108	108
1st Mt. (La Crosse div.) 95	95	95	95	95	95	95
1st Mt. (I. and M. div.) 95	95	95	95	95	95	95
1st Mt. (I. and D. div.) 95	95	95	95	95	95	95
1st Mt. (H. & D. div.) 95	95	95	95	95	95	95
1st Mt. (C. & M. div.) 95	95	95	95	95	95	95
Consolidated S. F. 8s.....	88	88	88	88	88	88
Chic. & Northwestern 36	36	35	34	34	34	34
Preferred.....	69	68	67	67	67	67
1st mortgage.....	105	105	105	105	105	105
Sinking Fund.....	108	108	108	108	108	108
Consolidated 7s.....	102	102	102	102	102	102
Consol. Gold bonds.....	92	92	91	91	91	91
Do. reg.....	109	109	109	109	109	109
Chic. Rock Isl. & Pac. 100	111	110	111	111	111	111
7s, 1896.....	111	110	111	111	111	111
Clev., Col., C. and Ind.....	88	88	88	88	88	88
1st mortgage.....	89	89	89	89	89	89
Clev. & Pittsburg guar.....	89	89	89	89	89	89
7s, Consolidated.....	100	100	100	100	100	100
4th mortgage.....	107	107	107	107	107	107
Clev., P. and Ash. 7s.....	107	107	107	107	107	107
7s, new.....	107	107	107	107	107	107
Col. Chl. & Ind. Cent.....	32	32	32	32	32	32
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105
Consol. Coal of Md.....	36	36	36	36	36	36
Del. & Hudson Canal 70	70	70	70	70	70	70
Reg. 7s, 1891.....	103	103	103	103	103	103
Reg. 7s, 1884.....	103	103	103	103	103	103
7s, 1894.....	71	71	71	71	71	71
Del. Lack. & Western 70	71	71	71	71	71	71
2d mortgage 7s.....	105	105	105	105	105	105
7s, Convertible.....	105	105	105	105	105	105
Det. Mon. & Tol. 1st.....	105	105	105	105	105	105
Det. of Columbia 3-6s.....	94	94	94	94	94	94
Erie Railway.....	94	94	94	94	94	94
Preferred.....	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105
3d mortgage.....	105	105	105	105	105	105
4th mortgage.....	105	105	105	105	105	105
5th mortgage.....	105	105	105	105	105	105
Great Western 1st mort.....	100	100	100	100	100	100
2d mortgage.....	71	71	71	71	71	71
Hannibal & St. Joseph.....	124	124	124	124	124	124
Preferred.....	23	23	23	23	23	23
8s, Convertible.....	80	80	80	80	80	80
Hudson River 2d mort.....	105	105	105	105	105	105
Illinois Central.....	66	66	66	66	66	66
Kansas Pacific.....	66	66	66	66	66	66
Lake Shore & Mich. So. 58	58	58	58	58	58	58
Consol. 7s.....	105	105	105	105	105	105
Consol. 7s, reg.....	105	105	105	105	105	105
2d Consolidated.....	105	105	105	105	105	105
Lake Shore Div. bonds.....	103	103	103	103	103	103
Leh. & W.B. 7s, Con.....	105	105	105	105	105	105
Long Dock bonds.....	105	105	105	105	105	105
L'ville & Nash. 7s Cons. 92	92	92	92	92	92	92
Michigan Central.....	42	42	42	42	42	42
7s, 1902.....	101	101	101	101	101	101
8s, 1882.....	101	101	101	101	101	101
M. & N. I. 1st, S.F.....	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102
Morris and Essex.....	99	99	99	99	99	99
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	106	106	106	106	106	106
7s of 1871.....	102	102	102	102	102	102
7s, Convertible.....	102	102	102	102	102	102
7s, Consolidated.....	102	102	102	102	102	102
N. Y. Cent. & Hud. Riv 101	101	101	101	101	101	101
7s, Sinking fund, 1876.....	103	103	103	103	103	103
6s, Sinking fund, 1883 100	100	100	100	100	100	100
6s, Sinking fund, 1887.....	100	100	100	100	100	100
1st mortgage.....	118	118	118	118	118	118
1st mortgage, reg.....	118	118	118	118	118	118
N. York and Harlem 130	130	130	130	130	130	130
Preferred.....	117	117	117	117	117	117
1st mortgage.....	117	117	117	117	117	117
1st mortgage, reg.....	117	117	117	117	117	117

New York Stock Exchange.

Closing Prices for the week ending Dec. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
New Jersey.....	150	150	150	150	150	150
N.Y., N. Haven & Hart.....	97	97	97	97	97	97
North Missouri 1st M.....	64	64	64	64	64	64
Onto and Mississippi.....	10	10	10	10	10	10
Preferred.....	46	46	46	46	46	46
2d mortgage.....	80	80	80	80	80	80
Consolidated 7s.....	80	80	80	80	80	80
Consol. Sinking fund.....	80	80	80	80	80	80
1st M. (Springfield D.).....	24	24	24	24	24	24
Pacific Mail S. S. Co. 24	24	24	24	24	24	24
Pacific R. R. of Mo.....	84	84	84	84	84	84
1st mortgage.....	84	84	84	84	84	84
2d mortgage.....	84	84	84	84	84	84
Pacific 7s, guar. by Mo.....	126	126	126	126	126	126
Panama.....	101	101	101	101	101	101
Pitts., F. W. & Chl. 101	101	101	101	101	101	101
1st mortgage.....	122	122	122	122	122	122
2d mortgage.....	122	122	122	122	122	122
3d mortgage.....	122	122	122	122	122	122
Quicksilver Mining Co. 14	14	14	14	14	14	14
Preferred.....	18	18	18	18	18	18
St. L., Alton and T. H.....	102	102	102	102	102	102
Preferred.....	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102
2d mort. preferred.....	102	102	102	102	102	102
Income bonds.....	102	102	102	102	102	102
St. L., Iron Mt. & S'thern.....	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
St. L., Jack. & Chl. 1st 103	103	103	103	103	103	103
St. L., Kan. City & N. 5	5	5	5	5	5	5
Preferred.....	27	27	27	27	27	27
Tol., F. & W. 1st R. D.....	87	87	87	87	87	87
1st mort. West. Div.....	87	87	87	87	87	87
Tol., Wab. & Western 8	8	8	8	8	8	8
Preferred.....	64	64	64	64	64	64
1st mortgage.....	102	102	102	102	102	102
2d mortgage.....	71	71	71	71	71	71
7s, Consolidated.....	75	75	75	75	75	75
St. Louis Division.....	75	75	75	75	75	75
Union Pacific.....	59	59	59	59	59	59
1st mortgage.....	105	105	105	105	105	105
Land Grant 7s.....	100	100	100	100	100	100
Sinking Fund 8s.....	91	91	91	91	91	91
United States Express 54	54	54	54	54	54	54
Warren.....	90	90	90	90	90	90
Wells-Fargo Express.....	102	102	102	102	102	102
Western Pacific bonds 102	102	102	102	102	102	102
Western Union Tel.....	72	72	72	72	72	72
7s, S. F. conv., 1900.....	102	101	101	101	101	101

Boston Stock Exchange.

Closing Prices for the week ending Dec. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and San. Fe.....	60	59	59	59	59	59
1st mortgage.....	52	52	52	52	52	52
2d mortgage.....	81	80	81	81	81	81
Land Grant 7s.....	102	102	102	102	102	102
Income 12s.....	129	128	128	128	128	128
Boston and Albany.....	61	60	60	60	60	60
6s, 1895.....	99	99	99	99	99	99
Boston and Lowell.....	136	136	136	136	136	136
Boston and Maine.....	15	15	15	15	15	15
Boston Water Power 6	6	6	6	6	6	6
Burl. & Mo. R. in Iowa.....	102	102	102	102	102	102
Land Grant 7s.....	102	102	102	102	102	102
Burl. & Mo. R. in Neb.....	102	102	102	102	102	102
8s, old.....	102	102	102	102	102	102
Cary Improvement.....	113	113	113	113	113	113
Chl., Burl. and Quincy 113	113	113	113	113	113	113
Cin., Sand. and Clev.....	4	4	4	4	4	4
Concord.....	4	4	4	4	4	4
Connecticut River.....	82	82	82	82	82	82
Eastern.....	82	82	82	82	82	82
Scrip.....	82	82	82	82	82	82
New 3/4 Bonds.....	82	82	82	82	82	82
Fitchburg.....	82	82	82	82	82	82
Ind., Cin. & Lafayette.....	82	82	82	82	82	82
Michigan Central.....	43	43	43	43	43	43
Nashua and Lowell.....	82	82	82	82	82	82
Northern, N. H.....	82	82	82	82	82	82
Norwich & Worcester.....	82	82	82	82	82	82
Ogden & Lake Champ.....	82	82	82	82	82	82
Preferred.....	82	82	82	82	82	82
Old Colony.....	82	82	82	82	82	82
Ph. W. & Baltimore.....	63	63	63	63	63	63
Portl'd, Saco & Ports.....	82	82	82	82	82	82
Ports, Ft. Falls & Con.....	82	82	82	82	82	82
Pullman Palace Car.....	70	72	72	72	72	72
Union Pacific.....	103	103	103	103	103	103
6s.....	103	103	103	103	103	103
Land Grant 7s.....	99	99	99	99	99	99
Sinking Fund 8s.....	89	89	89	89	89	89
Vermont and Canada... 17	104	104	104	104	104	104
Vermont and Mass.....	103	103	103	103	103	103
Worcester and Nashua...	82	82	82	82	82	82
Cambridge (Horse).....	82	82	82	82	82	82
Metropolitan(").....	82	82	82	82	82	82
7s.....	82	82	82	82	82	82
Middlesex (").....	82	82	82	82	82	82
Central Mining Co.....	82	82	82	82	82	82
Calumet and Hecla... 172	172	172	172	172	172	172
Copper Falls.....	82	82	82	82	82	82
Franklin.....	14	14	14	14	14	14
Quincy.....	82	82	82	82	82	82

notes, and an increase of $2\frac{1}{2}$ millions in specie, by which the effective reserve was reduced below twenty per cent. Of the legal reserve now held by the banks, 88.66 per cent is gold and 61.34 notes, whereas one year ago it was composed of 27.63 per cent gold and 72.37 per cent notes. Money has steadily brought 4@5 per cent on call and often more. The rates on Wednesday were $4\frac{1}{2}$ @5 per cent. Discounts are dull at 5@7 per cent for the best paper.

Gold continued to arrive in large amounts from Europe, and declined to 107. There was subsequently some recovery, and the close on Wednesday was at 107 $\frac{1}{2}$, after touching 107 $\frac{1}{4}$. Exchange ruled rather firmer at 84 81@84 82 $\frac{1}{4}$ for prime sixty-day bills, but the demand was limited. Exports are still large, though shippers have been embarrassed by a scarcity of freights. The aggregate from the port of New York for the week ending December 13th was \$6,662,540, against \$6,540,980 for the corresponding week in 1875. The total exports of produce since Jan. 1, this year, were \$261,253,684, against \$245,481,262 for the corresponding period in 1875.

Government bonds have generally declined; not, however, without exhibiting some irregularities, closing steadier on Wednesday, as follows:

United States currency sixes, 121@121 $\frac{1}{4}$; do. 6s, 1881, registered, 112 $\frac{3}{8}$ @112 $\frac{3}{8}$; do. coupon, 116 $\frac{1}{4}$ @116 $\frac{1}{4}$; do. 1865, registered, 108 $\frac{3}{8}$ @108 $\frac{3}{8}$; do. coupon, 108 $\frac{3}{8}$ @108 $\frac{3}{8}$; do. new, registered, 108 $\frac{3}{8}$ @109; do. coupon, 112@112 $\frac{1}{2}$; do. 1867, registered, 111 $\frac{1}{2}$ @112; do. coupon, 114 $\frac{1}{2}$ @115 $\frac{1}{2}$; do. 1868, registered, 112@113 $\frac{1}{4}$; do. coupon, 116 $\frac{3}{4}$ @117 $\frac{1}{4}$; do. ten-forties, registered, 112 $\frac{1}{2}$ @112 $\frac{3}{4}$; do. coupon, 112 $\frac{1}{2}$ @112 $\frac{3}{4}$; do. fives, 1881, registered, 110 $\frac{1}{2}$ @110 $\frac{3}{4}$; do. coupon, 110 $\frac{3}{8}$ @110 $\frac{3}{8}$; do. four and one-halves, 108@108 $\frac{1}{4}$.

Political complications are still unsettled, at home as well as abroad, but apparently have less effect in financial and commercial circles. The approach of the holidays and the end of the calendar year naturally restrict business, and yet trade is fair. Cotton has advanced, and the long expected falling off in the receipts at the ports has apparently begun. Breadstuffs and provisions have receded somewhat under the quieter accounts from Europe. An active speculation in petroleum has been an incident of the week. Iron has been dull, but lead active and higher.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chesapeake and Ohio 1st mort., coupon on, 27; Toledo and Wabash Equipment bonds, 20 $\frac{1}{2}$; Cedar Falls and Minnesota 1st mort., 88; Canada Southern 1st mort., with int. certif., 55; Chicago, Rock Island and Pacific 6s, S. F., 102 $\frac{1}{2}$; Dubuque and Sioux City, 2d div., 107; New Jersey Southern R. R., $\frac{3}{4}$; Mariposa L. and M., 6 $\frac{1}{2}$; do. pref., 8; Manhattan Gas, 249; Missouri 6s, H. and St. J. issue 1886, 107 $\frac{1}{4}$; North Carolina 6s, old, Apl. and Oct., 163 $\frac{1}{4}$; do. 6s, old, Jan. and July, R. R. issue, 80; do. 6s, Fund Act, 1868, 8 $\frac{1}{2}$; do. 6s, special tax, 3d class, 2; Missouri 6s, long bonds, 107; do. 6s, 1878, 102 $\frac{3}{8}$; do. 6s, Asylum bonds, 105 $\frac{3}{4}$; Tennessee 6s, old, 43; do. new, 48 $\frac{1}{2}$; do. 6s, new series, 42 $\frac{3}{4}$; Louisiana 7s, consol., 56; Arkansas 6s, Fund Act, 81. The latest quotations are: Pacific Mail


28 $\frac{3}{4}$ @28 $\frac{3}{4}$; Western Union Telegraph, 72 $\frac{1}{4}$ @72 $\frac{3}{8}$; Atlantic and Pacific Tel., 14 $\frac{1}{4}$ @15; Quick-silver Mining, 12 $\frac{3}{8}$ @13; do. pref., 17 $\frac{1}{2}$ @20; Mariposa Land and Mining, 6 $\frac{3}{4}$ @7; do. pref., 7@8; Adams Exp., 102 $\frac{1}{2}$ @103 $\frac{1}{2}$; American Exp., 55@56; U. S. Express, 52@52 $\frac{1}{2}$; Wells Fargo Express, 89@90; Chicago and Alton, 98 $\frac{1}{2}$ @99; Cleveland and Pittsburgh, 90@90 $\frac{1}{2}$; Chicago and Northwestern, 85@85 $\frac{1}{2}$; do. pref., 58 $\frac{1}{2}$ @58 $\frac{3}{4}$; Chicago, Rock Island and Pacific, 98 $\frac{1}{2}$ @99; Chicago, Milwaukee and St. Paul, 19 $\frac{3}{4}$ @19 $\frac{3}{4}$; do. pref., 52 $\frac{1}{4}$ @52 $\frac{1}{2}$; Cleveland, Columbus, Cincinnati and Indianapolis, 36@39; Columbus, Chicago and Indiana Central, 2 $\frac{1}{2}$ @3; Delaware, Lackawanna and Western, 71 $\frac{3}{8}$ @71 $\frac{1}{2}$; Erie, 9 $\frac{1}{2}$ @9 $\frac{1}{4}$; Hannibal and St. Joseph, 12 $\frac{3}{8}$ @13; do. pref., 25@26; Lake Shore and Michigan Southern, 57 $\frac{1}{4}$ @57 $\frac{3}{8}$; Michigan Central, 43 $\frac{3}{8}$ @43 $\frac{1}{2}$; New York and Harlem, 138@139; N. Y. Central and Hudson River, 105@105 $\frac{1}{2}$; Central of New Jersey 34 $\frac{1}{2}$ @34 $\frac{3}{8}$; Ohio and Miss., 5 $\frac{1}{2}$ @5 $\frac{3}{4}$; Panama, —@130; Toledo Wabash and Western, 4 $\frac{1}{2}$ @4 $\frac{3}{4}$; Union Pacific, 59 $\frac{1}{2}$ @60; do. 1st mort., 105 $\frac{1}{2}$ @105 $\frac{1}{4}$; do. 7s, land grant, 99 $\frac{3}{4}$ @100; do. sinking fund 8s, 90 $\frac{1}{2}$ @91 $\frac{1}{4}$; Central Pacific 6s, gold, 108 $\frac{1}{4}$ @108 $\frac{3}{8}$.


Philadelphia.—Pennsylvania and New York Canal 7s, 109; Philadelphia and Reading R. R. 6s, 1844-'80, 103; do. 6s, gold coupon, 95; Am. S. S. Co. 6s, 85; Philadelphia, Wilmington and Baltimore R. R., 62 $\frac{1}{2}$; do. 6s, 1892, 103 $\frac{1}{2}$; Central Transp., Co., 40; Cincinnati 7.30s, 107 $\frac{1}{2}$. The latest quotations are: City 6s, 104 $\frac{3}{4}$ @105 $\frac{1}{4}$; do. free of tax, 110@110 $\frac{1}{2}$; Pennsylvania State 6s, 2d series, —@109; do. 3d series, 115 $\frac{1}{2}$ @116 $\frac{1}{2}$; Philadelphia and Reading, 19 $\frac{1}{2}$ @19 $\frac{3}{8}$; do. Gen'l mort. 7s, coup., 91@93; do. reg., 91@92; do. mort. 6s, 1880, 103@103 $\frac{1}{4}$; do. 7s, new conv., 62@65; do. 7s, 1893, 103 $\frac{1}{2}$ @104; United New Jersey R. R. and Canal Co., 138 $\frac{1}{2}$ @139; Camden and Amboy mort. 6s, 1889, 108 $\frac{1}{4}$ @—; Pennsylvania R. R., 46@46 $\frac{1}{2}$; do. 1st mort., 108@108 $\frac{1}{4}$; do. general mort. coupon, 108 $\frac{1}{4}$ @109 $\frac{1}{4}$; do. reg., 107@108; do. Consol. mort. 6s, reg., 101@101; Little Schuylkill R. R., 40@41; Morris Canal, 50@55; do. pref., 135@140; Susq. Canal, —@—; do. 6s, —@66; Schuylkill Nav., 5@7; do. pref., 10@11; do. 6s, 1882, 64 $\frac{1}{2}$ @66; do. 1872, 88@90; Elmira and Williamsport pref., 38@—; do. 7s, 104@—; do. 5s, 61@—; Lehigh Coal and Navigation, 27 $\frac{1}{2}$ @28 $\frac{1}{2}$; do. 6s, 1884, 103 $\frac{1}{2}$ @104; do. R. R. Loan, 101@102; do. Gold Loan, 100 $\frac{1}{4}$ @101 $\frac{1}{4}$; North Pennsylvania, 48 $\frac{1}{2}$ @49; do. 6s, 108@108 $\frac{3}{4}$; do. 7s, 108 $\frac{1}{2}$ @—; do. Gen'l mort. 7s, reg., 108@108; do. chattel 10s, 102@104; Philadelphia and Erie, 12 $\frac{3}{8}$ @13; do. 6s, 102@102 $\frac{1}{2}$; do. 7s, 95 $\frac{3}{4}$ @96; Minehill, 48@49; Catawissa, 8@10; do. pref., 34 $\frac{1}{2}$ @36; do. new pref., —@35; do. 7s, 1900, 101 $\frac{1}{2}$ @103; Lehigh Valley, 48@48 $\frac{1}{4}$; do. 6s, new coupon, 106@—; do. reg., 107 $\frac{1}{2}$ @—; do. 7s, 115 $\frac{1}{2}$ @116 $\frac{3}{4}$; do. consol. mort., 98@98 $\frac{1}{4}$; Fifth and Sixth streets (horse), 70@75; Second and Third, 78@79; Thirteenth and Fifteenth, 40@40 $\frac{1}{4}$; Spruce and Pine, 81 $\frac{1}{4}$ @82; Green and Coates, 49@50; Chestnut and Walnut, 71@75; Hestonville, 21@21 $\frac{1}{2}$; Germantown, 61@70; Union 85@90; Lombard and South, 18@19; Ridge Avenue, 45@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Central Ohio R. R. pref., 37; New-

ark, Somerset and Straitsville R. R. 7s, 97 $\frac{1}{2}$; Virginia Central 6s, ex coupon, 77; Baltimore 6s, 1875, 101 $\frac{1}{4}$; do. 1885, 118 $\frac{1}{2}$; do. 1890, 111; do. 1900, new, 112 $\frac{1}{2}$; Cincinnati 7.30s, 107 $\frac{1}{2}$; Norfolk Water 8s, 118 $\frac{1}{2}$; Virginia Black acrip, 17; Santa Clara Mining Co., 16; Atlantic Coal, 1.90. The latest quotations are: Cincinnati and Baltimore 7s, 98 $\frac{1}{2}$ @—; Wilmington and Weldon 7s, 102@—; Wilmington, Columbia and Augusta 7s, 30@40; Richmond and Danville 1st mort., 70@72; Pittsburg and Connellsville 7s, 1898, 104 $\frac{1}{4}$ @104 $\frac{1}{2}$; Baltimore and Ohio, 147@149; do. 1st pref., 107 $\frac{1}{4}$ @108; do. 2d pref., 102 $\frac{1}{4}$ @102 $\frac{3}{4}$; do. 6s, 1880, 104@106; do. 1885, 104 $\frac{1}{2}$ @105 $\frac{1}{2}$; Northern Central, 22@24; do. 6s, 1877, 102 $\frac{1}{4}$ @—; do. 6s, 1885, 104 $\frac{1}{2}$ @105; do. 6s, 1900, 101 $\frac{1}{4}$ @—; do. 6s, 1900, gold, 102 $\frac{1}{4}$ @102 $\frac{3}{4}$; Marietta and Cincinnati 1st mort. 7s, 1892, 107 $\frac{1}{2}$ @108 $\frac{1}{2}$; do. 2d mort. 7s, 83@83 $\frac{1}{2}$; do. 3d mort. 8s, 52 $\frac{1}{2}$ @53 $\frac{3}{4}$; Central Ohio, 83@84; do. pref., —@40; do. 1st mort., 101 $\frac{3}{4}$ @102; Western Maryland 1st mort. 6s, 1890, 93@—; do. 1st mort. guar., 108@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 108@—; do. 2d mort. pref., 105@—; do. 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 75@80; do. 3d mort. 8s, 74@76; Orange and Alexandria 1st mort. 6s, 80@—; do. 2d mort. 6s, 72@80; do. 3d mort. 8s, 62 $\frac{1}{2}$ @63; do. 4th mort. 24@40 $\frac{1}{2}$; Orange, Alex. and Manassas 7s, 81 $\frac{1}{2}$ @83; Baltimore 6s, 1875, 101 $\frac{1}{4}$ @101 $\frac{1}{2}$; do. 1884, 109@—; do. 1886, 118 $\frac{1}{2}$ @113 $\frac{1}{2}$; do. 1890, 110 $\frac{1}{2}$ @111; do. 1900, 112 $\frac{1}{2}$ @112 $\frac{1}{2}$; do. 1900, new, 112@112 $\frac{1}{4}$; do. 1902, 110 $\frac{1}{2}$ @—; do. 5s, 94@—; Memphis City 6s, 25@—; Maryland Defense 6s, 1883, 111@—; do. Hospital 6s, —@—; do. do. exempt, —@—; do. 5s, —@—; Virginia consol. 6s, 68 $\frac{3}{8}$ @68 $\frac{3}{8}$; do. 2d series, 34 $\frac{3}{4}$ @34 $\frac{1}{4}$; Virginia Consol. coupons, 83 $\frac{3}{8}$ @83 $\frac{1}{4}$; West Virginia def. certif., 6 $\frac{1}{2}$ @6 $\frac{3}{8}$; City Passenger R. R., 32@33 $\frac{1}{4}$; George's Creek Coal, 115@130; Atlantie Coal, 1.85@1.90; Canton Co., 25@—; do. gold, 6s, 94@—.

Boston.—Connecticut and Passumpsic Rivers R. R. 6s, 100; Cedar Rapids and Missouri R. R. 7s, 99; Old Colony R. R. 7s, 111; Pueblo and Arkansas Valley R. R., 8; Rutland pref., 6; Cary Imp., 37 $\frac{1}{2}$ c.; Quincy Bridge, 112 $\frac{1}{2}$; Boston 6s, 1880, 105 $\frac{1}{4}$; Fitchburg 6s, 1893, 108 $\frac{1}{2}$; Cook Co., Ills., 7s, 1880, 104 $\frac{3}{8}$; do. 1885, 105 $\frac{3}{8}$; Cambridge 6s, 1890, 111; Cincinnati 7s, 1904, 107 $\frac{1}{2}$; do. 6s, 1897, 100 $\frac{1}{2}$; Providence 6s, 1885, 107 $\frac{1}{2}$; Manchester 6s, 1893, 104 $\frac{3}{4}$; Chicago 7s, 1880, 102; St. Paul 7s, 1898, 99 $\frac{3}{4}$; Toledo 7s, 1881, 102; do. 1877, 100 $\frac{1}{2}$; Erie, Pa., 7s, 1894, 92 $\frac{3}{4}$; Minneapolis 8s, 1899, 107 $\frac{1}{2}$; do. 1886, 106 $\frac{1}{4}$; do. 1887@1889, 105; Hamilton Co., Ohio, 7.30, 1877, 100 $\frac{1}{2}$; Duncan Mining Co., 4 $\frac{1}{4}$; National, 1 $\frac{1}{4}$; International, 50c.; Madison, 25c.; Ridge, 5.

 Regular trains are now running on the Raleigh and Augusta Railroad to Manly, 69 miles from Raleigh. The track has been laid 17 miles further, leaving only 12 miles to lay to complete the road to the Carolina Central Railroad at Hamlet. A new route will then be opened from Raleigh to Charlotte, 197 miles in length.

 The Union Pacific Railroad Company has declared a quarterly dividend of two per cent, payable in January.

New York and New England Railroad.

At the annual meeting of the stockholders of the New York and New England Railroad Company, held in Boston on the 6th inst., the following named gentlemen were elected directors for the ensuing year: George W. Baldwin, of Boston; LeGrand B. Cannon, of New York; Charles Dana, of New York; Thomas Dickson, of New York; R. Suydam Grant, of New York; William T. Hart, of Boston; Lewis Hecht, of Boston; Frederick J. Kingsbury, of Connecticut; Edward W. Kinsley, of Boston; Jesse Metcalf, of Providence; Gorham P. Pomroy, of Providence; George M. Rice, of Worcester; James Roosevelt, of New York; John F. Slater, of Connecticut; James Sturgis, of Boston.

The Report of the Directors to the stockholders, which was presented in print, contains substantially the same facts as those furnished to the Railroad Commissioners, of which an abstract was given in our last issue. It commences with a statement of the property held by the company. This consists of 269.28 miles of finished road and 78.25 miles of unfinished but nearly graded road. The debt amounts to \$3,833,000, as an offset to which there is an equipment worth \$1,225,000. The amount actually expended in cash upon the unfinished portion of the road between Waterbury and Fishkill has been \$3,224,000.

The corporation has now executed a mortgage upon its property for \$10,000,000, and is desirous of negotiating its mortgage bonds to that amount. The proceeds of these bonds will discharge all existing liens and incumbrances, put the corporation in possession of the Hartford, Providence and Fishkill Division, complete the road to the Hudson River, make large extensions of the double track, and leave ample provision for terminal grounds and buildings, and for such additional rolling stock as its increased business will require.

The aggregate earnings of the several roads, of which this corporation will become the absolute owner upon the discharge of these liens and incumbrances, show a gratifying increase over the earnings for 1875, and already amount to about \$2,000,000, of which more than one-half is earned by the road now operated by this company.

Being unfinished these roads have at present no satisfactory Western outlet, and are operated as local roads, depending for business almost entirely upon the towns along their route. But the completion of 76 miles of unfinished road, lying between Waterbury, Conn., and Fishkill on the Hudson River, upon which \$3,224,000 has already been expended, will bring them into immediate connection with the great trunk lines of the Erie Railway and of the Pennsylvania Railway system. Neither of these roads has a satisfactory entrance into New England, and both are waiting with friendly interest the completion of the New York and New England Railroad, which will give them easy access to all of the principal commercial and manufacturing cities of Connecticut, Rhode Island and Massachusetts, and avoid the present necessity of ferriage and truckage to and across the city of New York. The importance of these connections to the New York and New England Railroad Company cannot be overestimated. Another important connection has been opened within a few months by the completion by another corporation of a railway extending from the New York and New England Railroad at Williamsville

to the city of New Haven via Middletown. This establishes a new all-rail route between the great cities of Boston and New York, which is substantially an air-line, and shorter by twenty-three miles than the route by way of Springfield. Both the Norwich and Worcester and the Hartford, Providence and Fishkill divisions maintain an independent organization, and their earnings do not enter into the accounts of the New York and New England Railroad Company.

The gross annual earnings of the Hartford, Providence and Fishkill road during the last four years have averaged about \$1,000,000. The net earnings, which are much beyond what is required to pay the interest on its mortgage debt, are applied by the managing trustees to the improvement of the road. The Directors deem it of very great importance that possession of this road should be obtained as soon as possible. The report closes as follows, after speaking of the failure of bondholders to exchange their bonds for stock:

It is believed by your Directors that nothing but this lack of interest shown by the owners of the property and the unexampled depression of business and credit during the last three years has prevented the negotiation of the proposed loan for \$10,000,000. Few investments have ever been offered to the public which afford more ample security.

The actual cost of the three hundred and forty five miles of finished and unfinished road, upon which the mortgage will be a first lien, cannot well be estimated, but it is safe to say that it could not be reproduced to-day for less than \$20,000,000. Can there be a doubt that, if brought under one management and completed to the Hudson River, the present earnings of \$2,000,000 would be sufficiently increased to insure the punctual payment of the \$700,000 required to pay interest on the proposed loan?

The average earnings of railroads in Massachusetts for the year 1875 are estimated by the Board of Railroad Commissioners, in their seventh annual report to the Legislature, as \$13,250 84 on each mile of main line and branch road operated. At this rate the earnings of the three hundred and forty-five miles of road owned by the New York and New England Railroad Company would amount to more than \$4,500,000 per annum. That the earnings will exceed the average there can be no doubt, as the Boston and Albany Railroad, with no better connections for New York and Southwestern business, earns, according to the same authority, at the rate of \$25,039 90 per mile.

The report was accepted, and subsequently the President and other Directors took up special points and explained them in detail, answering questions put by stockholders. Stress was laid on the importance of completing the road.

Illinois Central Railroad.

During the month of November, 1876, 808.44 acres of Land were sold for \$1,850 64. The Cash collected on Land Contracts during the same time was \$16,887 52. The Traffic on the Main Line in Illinois was \$440,367 86, against \$547,119 27 in November, 1875. The Traffic of the Iowa Lines, (leased at 35 per cent of gross receipts) was \$139,738 27, against \$198,972 87 in November, 1875.

The bridge over the Kentucky river on the line of the Cincinnati Southern Railroad is rapidly approaching completion, and is said to be a notable triumph of mechanical and engineering skill. The bridge is 1,125 feet in length, divided into three spans of 375 feet each and 280 feet above water.

FISK & HATCH, Bankers,

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell GOLD and GOLD COUPONS, COLLECT DIVIDENDS and TOWNS, COUNTY and STATE COUPONS, &c., and buy and sell, on Commission, all MARKETABLE STOCKS and BONDS.

In our BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent. per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.

TO the HOLDERS of MOBILE AND OHIO RAILROAD First and Second Mortgage Bonds.—Attention is called to the plan of reorganization of the above Company proposed by the undersigned and others in opposition to the plan recently submitted by Messrs. Wm. H. Hays, Wm. S. Pierson, and T. Haskins Dupuy. Copies can be obtained on application to MORAN BROTHERS, No. 68 William st. H. AMY & Co., Nos. 19 and 21 Nassau st.

Costa Rica Railroad.

The section of the Costa Rica Railroad actually under construction extends from Port Limon to Alajuela. Starting from Port Limon the road runs along the beach for about eight miles, and then turns toward the interior and runs to Matina. Thence it traverses the country to the Madre de Dios river, where the finished track ends, the whole length of the line from Port Limon being thirty-two miles. From the Madre de Dios the work is being pushed forward by Messrs. Keith & Douglas, the contractors; but progress is very slow, as the government cannot spare enough money just now for its more rapid prosecution. From Madre de Dios the line runs to Siquirre and thence into the Reventazan Valley, following the right bank of the river for about fifteen miles to Piedras de Fuego, where it crosses the stream and turns into the valley of Turrialba to Angostura. From this point it winds through the mountains and valleys to Cartago. Here again the railroad is met in running order, and a train can be taken to San Jose or Alajuela. The road is in good order, but the grades are extremely steep, sometimes equal to five feet in 100, and the curves sharp. The distance from Cartago to the capital by rail is fifteen miles.

A decree of foreclosure of the first mortgage bonds of the Chicago, Danville and Vincennes Railroad, Illinois division, has been formally entered in the Circuit Court of the United States for the Northern district of Illinois. The company are allowed twenty days in which to pay the principal and interest of the bonds, amounting to \$3,600,000, at the expiration of which time, if payment is not made, the road will be advertised for 30 days, bringing the sale to 25th of January. A decree has also been entered for the Indiana division, on which the indebtedness is \$2,000,000. The sale will take place about 27th January.

Railway Accommodation.

Mr. Collier, one of the Judges of the Liverpool County Court, gave judgment on Wednesday in a case interesting to the public and important to railway companies. On a former day, Mr. K. Cooper, merchant, sued the Cheshire Lines Committee for the sum of 4s., which he had paid in hire of a cab engaged by him to take himself and wife to Merseyroad station, on the defendants' system of railways. He had taken out first-class tickets, but on going to the train he found that there was no accommodation of the class except in a smoking carriage, and that he refused to accept. Mr. Collier ruled that when a railway company issued a ticket without any conditions, as in this case, the bargain was that, in consideration of the money paid, the first-class accommodation should be provided within the usual acceptance of the term, which meant a seat in a carriage free from tobacco smoke if the traveler desired. *Herapath, Nov. 18.*

At the annual meeting of the stockholders of the Providence and Springfield Railroad Company, held in Providence R. I., on the 4th inst., the old board of directors was re-elected, viz: Wm. Tinkham, Edward Pearce, Albert L. Sayles, Moses B. I. Goddard, Amos N. Beckwith, James O. Inman, Sidney Dillon, Horace A. Kimball and John L. Ross. Mr. Tinkham was elected President.

Eastern (Mass.) Railroad.
REVENUE FOR THE YEAR.

Receipts from local passengers on roads operated by this company.	\$1,214,948 80
Receipts from passengers from and to other roads over roads operated by this company	185,713 93
Receipts from other roads as tolls, or for use of passenger cars.	94 44
Receipts for express and extra baggage	54,465 82
Receipts for mails	38,016 00
Other receipts belonging to passenger department	5,169 07
Total receipts from passenger department	1,498,408 06
Receipts from local freight on roads operated by this company	675,919 47
Receipts from freight from and to other roads on joint tariff	232,406 98
Other receipts belonging to freight department	605 56
Total receipts from freight department	908,932 01
Receipts as rents for use of road and equipment, when leased	4,800 00
Total transportation earnings	2,412,140 07
Earnings per mile of road operated, computed as single track, not including sidings	7,623 00
Per train mile	1,186 00
Income from rent of property other than road and equipment and lands	43,788 18
Income from all other sources	16,042 87
Total net income	638,594 06
EXPENSES FOR OPERATING THE ROAD FOR YEAR.	
General traffic expenses:	
Taxes, State and local	\$66,982 18
General salaries, office expenses and miscellaneous, not embraced in classes 3 and 4	79,625 68
Insurance premiums and losses by fire, and damages for fire set by engines	5,290 05
Telegraph expenses	25,514 66
Total	\$177,412 47
Proportion belonging to passenger department	110,350 56
Proportion belonging to freight department	67,061 9

Maintenance of way and buildings (charged to operating) and movement expenses:

Repairs of road exclusive of bridges, new rails and new ties	\$152,268 15
Iron rails laid	48,466 26
Steel rails laid, deducting old rails taken up (number of miles 10,452 weight per yard 63 lbs., \$280)	28,455 22
New ties (number 64,141) cost	19,929 12
Repair of bridges	42,541 47
Repairs of buildings and fixtures (stations and turn tables)	35,562 60
Repairs of and additions to machine shops and machinery	8,242 41
Repairs of fences, road crossings and signs	5,428 92
Removing ice and snow	1,511 16
Repairs of locomotives	128,819 65
Repairs of snow plows	181 79
Fuel for engines and cars: 17,392 cords of wood, cost \$84,815 27; 31,826 tons of coal, cost \$201,273 87	286,089 14
Water	13,665 20
Fuel for stations and shops	14,014 61
Oil and waste	28,524 74
Switchmen, watchmen, flag and signal men and gatemen	94,325 52
Total	\$908,998 96
Proportion of same to passenger department	592,667 32
Proportion of same to freight department	316,331 64
Passenger traffic expenses:	
Repairs of passenger, mail and baggage cars	\$80,464 81
Damages and gratuities, passenger	2,437 41
Salaries, wages and incidentals of passenger trains	213,630 73
Salaries, wages and incidentals of passenger stations	130,856 26
Total	\$427,389 21
Freight traffic expenses:	
Repairs of freight cars	\$47,403 87
Damages and gratuities, freight	12,109 75
Salaries, wages and incidentals of freight trains	117,154 72
Salaries, wages and incidentals of freight stations	95,083 14
Amount paid other roads for balance of mileage of freight cars	1,824 84
Total	\$278,576 32
Total expense of operating the road	1,787,376 96
Per train mile	87,896 00
Percentage of expenses to income	72.38
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$863,594 06
Amount paid other companies as rent for use of road	198,176 00
Net income above operating expenses and amount paid for rent of road	485,418 06
Percentage of same to capital stock and debt 2 48-100 per cent.	
Percentage to total property assets of the company, 4 75-100 per cent.	
Interest accrued during the year—On funded debt, \$736,724 40; on other debts, \$302,453 84—total	939,178 24
Date of last dividend declared July, 1873.	
Deficit for the year, or surplus	453,760 18
Surplus at commencement of the year	272,590 02
Add entries to profit and loss account made during the year, not included in the foregoing statement	9,312,989 31
Surplus at commencement of the year as changed by aforesaid entries	9,585,579 83
Total deficit September 30, 1876	10,039,889 61

RECEIPTS, EXPENSES, NET EARNINGS, ETC.

Total receipts from passenger department, as per "revenue for the year"	\$1,498,408 06
Expenses	1,130,407 09
Net earnings	368,000 97
Receipts from freight department	908,932 01
Expenses	656,969 87
Net earnings	351,962 14
Total miles of road operated by the company	281,966
Total miles of road operated by the company in Massachusetts	120,786
Total number of locomotives	75
" " passenger cars	142
" " mail and baggage cars	35
" " freight cars	1,133
Number of locomotives equipped with train brakes	57
Number of cars equipped with train brakes	177
Number of passenger cars with Miller platform and buffer	142
Miles run by passenger trains	1,085,229
" " freight trains	578,658
Total miles run	2,033,508
" passengers carried	4,796,276
" passenger mileage	69,458,812
Number of tons carried, not including gravel	634,508
Total freight mileage	34,224,383
Number of persons employed regularly	1,812
Number of season ticket passengers, round trip	629,438
Passengers from Boston, including season	2,137,090
Season ticket passengers to and from Boston, one round trip daily	432,614
Accidents—14 persons killed and 34 injured.	

The Coal Trade.

The total tonnage for the week ending on the 2d instant, as reported by all the companies, amounted to 818,875 tons, against 261,994 tons in corresponding week last year, an increase of 56,881 tons. The total amount of anthracite mined for the year is 17,719,910 tons, against 19,268,979 for same period last year, a decrease of 1,549,067 tons. The quantity of bituminous coal sent to market for the week was 71,715 tons, against 81,469 tons for corresponding week last year, a decrease of 9754 tons. The whole bituminous tonnage from the beginning of the coal year is 3,424,869 tons, against 3,702,713 tons in corresponding time last year, a decrease of 277,844 tons. The total tonnage of all kinds of coal for the week is 390,590 tons, against 343,463 to corresponding date last year, a decrease of 47,127 tons, and the total tonnage for the coal year is 21,144,779 tons, against 22,971,690 tons to same date last year, a decrease of 1,826,911 tons. Shipments from Port Richmond are nearly or quite at an end. There is little inducement in freight charges to warrant the risk of being shut out from home by ice. Vessels are going into winter quarters. The stock of coal on hand is full and prices are firmly maintained. The receipts at Perth Amboy for the week ending on the 30th ultimo were 15,543 tons, and shipped 10,855 tons, leaving a stock on hand of 78,810 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 115,308 tons, of which 100,159 tons were coal and 15,149 tons coke. The total carried this year is 4,201,998 tons, of which 3,405,314 were coal and 687,120 coke. This total embraces all the coal carried over the road, east and west. *Phila. Ledger, Dec. 11.*

The report of the receivers of the Atlantic, Mississippi and Ohio Railroad shows receipts during October amounting to \$197,787 74, and disbursements during same period \$119,848 10. The balance on hand 1st November was \$204,472.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	July '76 31	Little Miami* 50	6,871,450	quarterly	Sept. '76 2	Vermont and Mass. 100	\$2,800,000	A. & O.	Oct. '76 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '76 3	Little Schuylkill* 50	2,648,100	J. & J.	July '76 24	Warren (N. J.) 100	1,600,000	A. & O.	Oct. '76 31
Atlantic and Gulf 100	3,693,200	"	"	Long Island 50	3,000,000	M. & S.	May '76 10	Warwick Valley 100	225,000	A. & O.	Apr. '76 24
Atlantic and St. Law* 100	786,476	M. & S.	Nov. '76 31	Louisv. Cin. and Lex. 100	1,622,488	J. & J.	July '76 3	Westchester & Phil. pref. 100	821,800	J. & J.	July '76 4
Atlantic and St. Law* 100	39,494,900	M. & S.	Sept. '76 3	" " pref. 100	848,700	J. & J.	Jan. '74 44	West Jersey 100	1,559,750	F. & A.	Feb. '74 4
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '76 5	Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '74 4	Winchester & Potomac* 100	180,000	J. & J.	July '76 3
Baltimore and Ohio 100	13,151,962	A. & O.	Nov. '76 5	Louisv. N. Alb. & Ohio. 100	2,000,000	J. & D.	Dec. '70 8	Winchester & Strasburg. 75	600,000	J. & J.	July '76 31
Washington Br. 100	1,653,000	A. & O.	Nov. '76 5	Lowell and Lawrence 100	200,000	A. & O.	Oct. '76 3	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Ferksboro* 100	320,000	quarterly	July '76 12	Lyons Valley 100	600,000	F.M.A.N.	Aug. '76 24				
Bosburg & Corning* 50	250,000	J. & D.	Dec. '76 23	Macon and Western 100	2,500,000	J. & J.	July '76 5				
Boston and Albany 100	20,000,000	M. & N.	Nov. '76 4	Maine Central 100	2,400,000	"	"				
Bos., Clin. & Fitch. pref. 100	1,172,000	"	Jan. '76 3	Manchester and Law. 100	1,000,000	M. & N.	Nov. '76 5				
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marquette & Cincinnati. 100	1,408,912	"	"				
Bost., Conn. & Mont.* pref. 100	800,000	M. & N.	Nov. '76 3	" " 1st pref. 50	6,136,718	M. & S.	Sept. '68 28				
Boston and Lowell 500	3,200,000	J. & J.	Jan. '76 3	" " 2d pref. 50	4,450,368	M. & S.	Sept. '68 28				
Boston and Maine 500	9,921,274	M. & N.	Nov. '76 3	Massachusetts 100	400,000	F. & A.	Feb. '76 3				
Boston and Providence. 100	4,000,000	M. & N.	Nov. '76 4	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '76 3				
Bost., Revere B. & Lynn. 100	300,000	quarterly	Dec. '76 2	Michigan Central 100	18,738,200	J. & J.	Jan. '76 3				
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Sept. '76 5	Mill Creek & Minehill* 50	822,375	J. & J.	July '76 3				
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sept. '76 5	M. Hill & Schuyl. Hav. 50	2,856,450	J. & J.	July '76 3				
" " pref. 100	1,485,900	M. & S.	Sept. '76 5	Morris and Essex* 100	14,008,100	M. & N.	Nov. '76 2				
Camden and Amboy* 100	5,847,800	quarterly	Oct. '76 2	Nashua and Lowell 100	800,000	M. & N.	Nov. '76 2				
Camden and Atlantic 100	377,000	quarterly	Oct. '76 2	Nash., Chant. & St. Lou. 100	6,575,250	F. & A.	Aug. '76 1				
" " pref. 50	835,352	quarterly	Oct. '76 2	Naugatuck 100	1,885,900	F. & A.	Aug. '76 1				
Cape Cod 100	1,020,330	J. & J.	Jan. '76 24	Nesquehoning Valley 100	1,000,000	M. & S.	Sept. '76 5				
Orpe May and Millville* 50	423,900	J. & D.	June '76 3	Newark and N. York* 100	777,400	J. & J.	Jan. '76 3				
Catawba & Foggelsv. 50	1,169,500	"	Nov. '76 6	N. Castle & Beaver Val. 50	1,500,000	quarterly	Oct. '76 24				
" " pref. 50	2,200,000	M. & N.	Nov. '76 3	N. Haven & Northamp. 100	605,000	quarterly	Oct. '76 24				
Cayuga and Susq. 50	1,000,000	M. & N.	Nov. '76 3	New Jersey 100	7,295,200	quarterly	Oct. '76 24				
Cedar Rapids & Mo. R.* 100	6,650,400	F.M.A.N.	Nov. '76 1	New London Northern* 100	1,418,800	quarterly	Oct. '76 24				
Central of Georgia 100	4,666,800	F. & A.	Aug. '76 3	N.Y. Con. & Hudson R. 100	6,428,330	quarterly	Jan. '77 4				
Central of New Jersey 100	20,000,000	quarterly	Apr. '76 24	New York and Harlem 100	1,500,000	J. & J.	Jan. '77 4				
Central Ohio 50	2,425,000	J. & D.	June '76 2	" " pref. 100	1,500,000	J. & J.	Jan. '77 4				
" " pref. 50	400,000	J. & D.	June '76 2	N. Y., N. H. & Hart. 100	18,000,000	quarterly	Nov. '76 3				
Central Pacific 100	54,275,500	A. & O.	Oct. '76 4	N. Y. Provid. & Boston. 100	2,500,000	quarterly	Nov. '76 3				
Chesapeake 100	380,000	quarterly	July '76 15	Rig. Bridge & Canard* 100	1,000,000	J. & J.	July '76 3				
Cheshire, preferred 100	2,155,300	J. & J.	July '76 2	North Carolina* 100	4,000,000	irregular	Jan. '76 3				
Chicago and Alton 100	9,649,100	M. & S.	Sept. '76 4	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4				
" " pref. 100	2,425,400	M. & S.	Sept. '76 4	North Pennsylvania 50	3,978,150	F. & A.	Aug. '76 3				
Chicago, Burl. & Quincy. 100	27,512,842	J. & J.	Sept. '76 3	Northern Central 50	5,842,000	"	Apr. '76 3				
Chicago, Iowa & Neb. 100	3,916,200	J. & J.	Sept. '76 3	Northern N. Hampshire. 100	3,098,400	J. & D.	Dec. '76 24				
Chi. Mil. and St. Paul. 100	16,899,261	A. & O.	Dec. '76 7	Northern New Jersey* 100	1,000,000	J. & J.	July '76 4				
" " pref. 100	12,274,433	A. & O.	Dec. '76 3	Norwich & Worcester* 100	2,094,400	J. & J.	July '76 2				
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '76 3	Ogden & L. Champ. 100	3,077,000	J. & J.	July '76 2				
Chicago, R. I. & Pacific 100	28,000,000	A. & O.	Oct. '76 4	Ohio and Mississippi 100	20,000,000	quarterly	Oct. '76 4				
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '76 4	" " pref. 100	4,030,000	J. & J.	Mar. '76 3				
Cin. Sand. and Cleve. 50	2,980,550	"	Nov. '76 2	Old Colony 100	4,735,400	J. & J.	July '76 3				
Clev. Col. Cin. & Ind. 100	18,991,275	F. & A.	Feb. '76 3	Oswego and Syracuse 100	482,400	F. & A.	Aug. '76 4				
Cleveland & Mahoning* 50	2,097,569	M. & N.	May '76 31	Pacific of Missouri 100	3,335,750	quarterly	July '76 3				
Cleveland & Pittsburg* 50	11,236,150	quarterly	Oct. '76 1	Panama 100	7,000,000	quarterly	Oct. '76 3				
Columbus and Xenia 50	1,786,800	M. & S.	Dec. '76 2	Patterson and Hudson* 100	832,000	J. & J.	July '76 4				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '76 4	Patterson and Newark* 100	250,000	J. & J.	July '76 3				
Concord 50	500,000	M. & N.	Nov. '76 3	Patterson and Ramapo* 100	248,000	J. & J.	July '76 3				
Concord and Ports* 100	350,000	F. & A.	Feb. '76 3	Pemb. & Hightstown* 50	342,150	J. & J.	Jan. '76 3				
Conn. & Passumps. Riv. 100	2,100,000	F. & A.	Feb. '76 3	Pennsylvania 50	68,144,475	quarterly	Nov. '76 2				
Connecticut River 100	2,100,000	J. & J.	July '76 4	Peoria & Bureau Val. 100	1,300,000	F. & A.	Aug. '76 4				
Cumberland Valley 100	1,292,850	J. & J.	July '76 4	Philadelphia and Erie* 50	6,004,300	J. & J.	July '76 4				
" " 1st pref. 50	241,900	A. & O.	Oct. '76 4	" " pref. 50	2,400,000	"	July '76 4				
" " 2d pref. 50	243,000	A. & O.	Oct. '76 4	Phil. & Norristown 50	1,028,250	M. & S.	Dec. '76 3				
Danbury and Newfal. 50	600,000	"	Dec. '76 14	Philadelphia & Reading 50	32,725,775	quarterly	Jan. '76 24				
Delaware 100	1,230,500	J. & J.	July '76 3	Phil. and Trenton 100	1,250,100	quarterly	Oct. '76 24				
Del., Lackaw. & Westn. 50	23,500,000	quarterly	July '76 24	Phila. Wil. & Balt. 50	11,536,250	J. & J.	July '76 4				
Detroit & Milwaukee* 50	832,140	"	Dec. '76 7	Pittsb. St. W. & Chi.* 100	19,714,285	quarterly	Oct. '76 3				
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '76 2	" " pref. 50	2,000,000	quarterly	Oct. '76 3				
East Pennsylvania 100	1,500,200	J. & J.	July '76 3	Pittsfield & N. Adams. 100	400,000	J. & J.	July '76 3				
East Mahanov 100	392,950	J. & J.	July '76 2	Portland and Kennebec 100	616,700	J. & J.	Jan. '76 3				
East Tenn., Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '76 3				
Eastern (Mass.) 100	4,997,600	J. & J.	July '76 3	Portl. Saco & Portm. 100	1,500,000	J. & J.	July '76 3				
Eastern (N. H.) 100	492,400	J. & J.	July '76 3	Providence & Worcester. 100	2,000,000	J. & J.	July '76 4				
Elmira, Jef. & Candand* 50	500,000	F. & A.	Aug. '76 24	Raleigh and Gaston 100	1,500,000	J. & J.	July '76 1				
Elmira & Willamport* 50	500,000	M. & N.	May '76 24	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '76 4				
Erie Railway 100	78,000,000	"	Oct. '76 3	Roch. & Genesee Val. 110	555,200	"	July '76 5				
" " pref. 100	8,534,910	"	Oct. '76 3	Rome, Watert. and Ogd. 100	2,999,900	J. & J.	July '76 3				
Erie and Pittsburg* 100	1,090,250	quarterly	Sept. '76 11	Rutland* 100	2,480,600	"	July '76 3				
Fitchburg 100	4,000,000	J. and J.	July '76 4	" " pref. 100	4,188,700	F. & A.	Feb. '76 31				
Georgia 100	200,000	J. and J.	July '76 4	St. Louis & Pacific pref. 100	169,400	A. & O.	Oct. '76 3				
Great Western (Ca.) 100	19,237,404	A. and O.	Apr. '74 1	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Hannibal & St. Joseph. 100	4,151,700	F. and A.	Aug. '70 3	St. L. Alt. & T. Route. 100	2,300,000	"	"				
" " pref. 100	5,078,224	Annual.	Aug. '70 7	" " pref. 100	2,040,000	"	July '74 3				
Hanover Branch, (ca.) 50	116,850	M. & N.	May '76 5	St. L., I. Mt. & South'n 100	14,248,050	F. & A.	Feb. '74 3				
Harlem Extension 100	4,000,000	"	"	St. L., Kan. C. & North. 100	12,000,000	"	Nov. '72 42				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '76 31	" " pref. 100	12,000,000	"	"				
Houston, pref. 100	1,800,000	quarterly	Oct. '76 2	Saratoga and Schenec. 100	800,000	A. & O.	Oct. '76 3				
Huntingdon & P'd Top. 50	880,000	"	"	Schuylkill Valley* 50	576,050	J. & J.	July '76 24				
" " pref. 50	450,750	J. & J.	July '76 31	Seaboard and Roaroke. 100	1,151,400	M. & N.	May '76 3				
Illinois Central 100	29,000,000	F. & A.	Aug. '76 4	Shamokin V. & Pottav. 50	889,450	F. & A.	Aug. '76 3				
Indianapolis, Cin. & Laf. 100	7,635,492	M. & S.	Sept. '76 4	Shore Line* 100	995,800	J. & J.	July '76 4				
Iowa Falls & Sioux City* 100	4,625,000	quarterly	Dec. '76 1	South Branch (N. J.)* 100	498,200	J. & J.	Jan. '72 3				
Jacksonville, Mad. & Ind. 100	2,000,000	quarterly	Aug. '76 11	South Carolina 50	5,819,275	F. & A.	Feb. '72 1				
Joliet and Chicago* 100	1,500,000	quarterly	July '76 11	South Western (Ga.)* 100	3,892,200	J. & D.	June '76 31				
Joliet & North Indiana* 100	300,000	F. & A.	July '76 4	Staten Island 100	600,000	J. & J.	July '76 1				
Lake Shore & Mich. So. 100	400,000	J. & J.	Aug. '76 2	Stockbridge and Pitts* 100	448,700	J. & J.	July '76 31				
" (Guar.) 100	538,500	F. & A.	Aug. '76 5	Stony Brook* 100	257,200	M. & S.	Nov. '76 3				
Lawrence* 100	450,000	quarterly	Oct. '76 21	Summit Branch* 50	41,250	"	Feb. '76 3				
Leeds and Farmington* 100	600,000	J. & J.	Jan. '76 3	Sussex (N. J.) 100	31,850	J. & J.	Jan. '72 24				
Lehigh & Susquehanna. 50	8,789,900	M. & N.	May '67 5	Syr. Bingham & N.Y.* 100	3,004,000	J. & D.	Dec. '76 3				
Lehigh Valley 50	21,916,850	quarterly	Oct. '76 2	Taunton Branch 100	600,000	J. & J.	Jan. '74 5				
				Terre Haute & Indiana 100	1,988,150	J. & J.	July '				

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.		
	1875.	1876.
Manufactures of wool...	\$819,512	\$846,101
" cotton...	658,078	716,762
" silk....	1,130,918	1,350,337
" flax....	481,829	574,726
Miscellaneous dry goods.	505,531	502,166
Total.....	\$3,595,863	\$3,990,092

WITHDRAWN FROM WAREHOUSE.		
	1875.	1876.
Manufactures of wool...	\$559,283	\$425,455
" cotton..	238,824	186,509
" silk....	326,677	225,707
" flax....	353,414	202,715
Miscellaneous dry goods.	91,617	108,322
Total.....	\$1,564,815	\$1,144,008
Add entered for consump.	3,595,863	3,990,092

Thrown upon market....	\$5,160,678	\$5,134,100
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ENTERED FOR WAREHOUSING.		
	1875.	1876.
Manufactures of wool...	\$561,825	\$606,723
" cotton..	303,676	293,434
" silk....	350,939	584,724
" flax....	411,723	331,201
Miscellaneous dry goods.	106,410	115,014
Total.....	\$1,734,373	\$1,881,096
Add entered for consump.	3,595,863	3,990,092

Total entered at the port.	\$5,330,236	\$5,871,188
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The imports of foreign dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1875.	1876.
Manufactures of wool...	\$18,247,204	\$12,850,100
" cotton..	15,394,106	11,606,487
" silk....	19,498,187	16,881,164
" flax....	7,952,718	7,092,579
Miscellaneous dry goods.	6,776,652	5,546,731
Total ent. for consump...	\$68,469,967	\$53,777,061

WITHDRAWN FROM WAREHOUSE.		
	1875.	1876.
Manufactures of wool...	\$11,309,565	\$8,552,115
" cotton..	4,965,804	4,321,748
" silk....	5,145,167	4,908,096
" flax....	5,240,595	4,395,104
Miscellaneous dry goods.	1,392,234	1,379,027
Total withdrawn from warehouse.....	\$28,053,365	\$23,556,890
Add entered for consump	68,468,967	53,777,061

Total thrown on the market.....	\$96,522,332	\$77,333,951
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ENTERED FOR WAREHOUSING.		
	1875.	1876.
Manufactures of wool...	\$11,044,016	\$8,234,572
" cotton..	4,913,414	3,965,514
" silk....	5,582,942	5,261,159
" flax....	5,003,571	4,007,872
Miscellaneous dry goods.	1,461,871	1,295,556

Total entered warehouse	\$28,005,814	\$22,764,678
Add entered for consump	68,468,967	53,777,061
Total entered at port..	\$96,474,781	\$76,541,739

Gen. Adna Anderson, Receiver of the Chicago, Danville and Vincennes Railroad, has filed his report for the months of September and October. The receipts for the two months (including \$19,037 on hand September 1,) were \$198,840, and the disbursements \$176,209, leaving a balance on hand October 31, 1875, of \$12,631.

Steel Iron.

A German firm—Asbeck, Osthaus and Co.,—is manufacturing a substance they term steel iron, in five different varieties, so that they can furnish steel upon iron, iron between two layers of steel, steel between two layers of iron, steel core and iron skin, or iron core and steel skin. It is made in an iron shell, divided into two compartments by an iron plate. Before melting, both the steel and malleable iron are cleansed from any substance which would impede their welding. In the casting, they are run at the same moment into the shell, in such a manner that the separating diaphragm serves to weld the two metals together, which form an inseparable mass when cooled. The process is recommended for rails, anvils, armour plates, &c. The process is said to have been known some time since in France.

A certificate of incorporation of the Nassau Ferry Company was filed in the office of the County Clerk, Brooklyn, on the 2d inst. The incorporators are: David Dunham, Withers Robert Center, Lawrence Waterbury, Norman Andrews, Anthony W. Winans and Anthony V. Winans. The capital stock is \$150,000, in shares of \$100 each, with privilege to increase it to \$900,000. The proposed route of the new ferry company's boats is between Houston street, New York, and Long Island City.

The Cumberland (Md.) News says that preliminary surveys have been made for the projected railroad to connect the Chesapeake and Ohio canal with the coal fields on George's creek and thereabouts. The proposed road is in the interest of those who would use the canal for their shipments. A competent engineer employed in the matter says that the routes to the debatable land have been surveyed.

Get a WAKEFIELD EARTH CLOSET at 25 New Church St., New York. Send for circular.

R. Stuart Willis,
ATTORNEY AND COUNSELOR AT LAW.
NOTARY PUBLIC.
182 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

NOTICE TO CONTRACTORS.
BIDS FOR THE CONSTRUCTION OF THE Columbus and Mineral Valley Railway will be received at the office of the undersigned, in the city of Columbus, Ohio, until noon, on the 10th day of January, 1877.

Bids may be made for the construction of one or more sections, or for the whole road, and may include all materials necessary to complete it for equipment.

The necessary maps, profiles and estimates for work can be found at the office of the undersigned, where all required information may be obtained.

The company reserve the right to reject any and all bids offered.

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The subscribers beg leave to inform Railroad Companies, Manufacturers, Banks, Bankers, Insurance Companies, and all others who use Envelopes that they are largely in the Envelope Manufacturing business, having Machinery for producing 1,000,000 Envelopes per day. Their Folding Machines are the best in use, gumming the seal flap and folding the Envelope at the same time, giving a fine even gumming. Their assortment embraces every style, from the cheapest to the best, including Manilla Envelopes for Railroads—at very low prices. The small Envelopes for City Railroads—printed with different denominations—such as 10, 25, 50 and 100 cents—supplied by the large quantity very cheap. Samples sent when requested.
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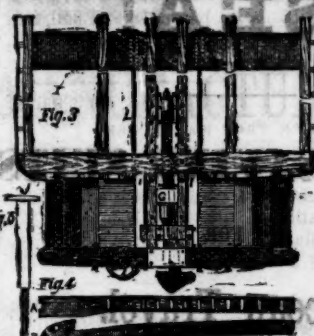
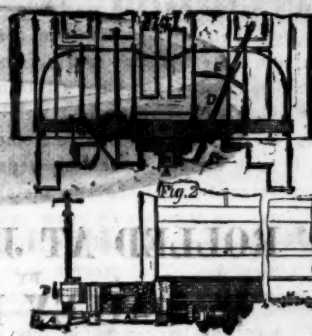
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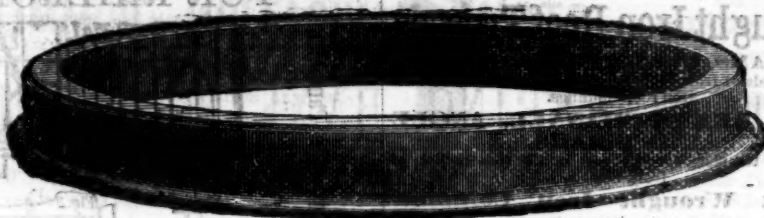
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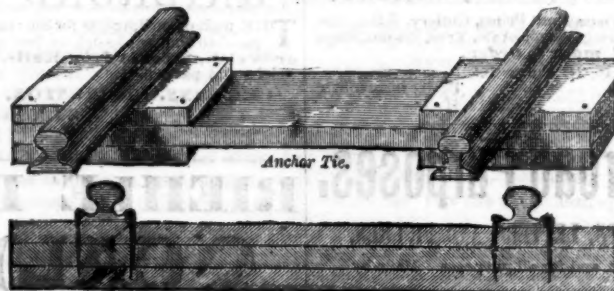
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